

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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CLEARING HOUSE RETURNS.

The first feature of this week's statement of clearings which arrests attention is the decided falling off in the total at New York. A decline of 34·6 per cent compared with last year is a very large loss, but if we go one step further we find that this loss may have been, and probably was, wholly caused by the decline in speculation and not by any check in ordinary business transactions. Thus, for instance, sales of stocks fell off 36·4 per cent, sales of cotton 12·1 per cent, sales of grain 26·4 per cent and sales of petroleum 10·3 per cent. Taking Stock Exchange transactions alone, they represent a market value of only \$32,373,000, against \$100,000,000 for the corresponding days of 1883, and if we made the usual deduction of double these amounts from the total clearings, the exchanges otherwise arising are seen to be \$283,815,823 and \$406,781,739 for the two years respectively. Now if from these totals we were also to deduct the values of the sales of produce, &c., given above, we should, as stated, probably find little difference for the two years in the ordinary business transactions of the city.

The next feature of intent is that outside of New York the week's clearings for the two years are not very dissimilar, being \$201,516,985 this year, against \$218,446,296 same week last year, representing a loss of only 7·7 per cent; and when we remember the decreased speculation in stocks and produce everywhere prevailing, and the lower prices which rule, these figures indicate a very fair business in progress. In the New England States and in those we give under the name of Southern there is a considerable improvement. Boston, we notice, has for several weeks shown better than a year ago,

and Providence and Lowell figures are also better, but their reported exchanges have been more variable.

Still another feature of these clearings which needs explanation is the large decrease in the total in both years from the previous week's figures. This is due in the first place to the fact that the returns, on account of the Christmas holiday, cover only five days, and in the second place to the circumstance that business transactions during the closing week of the year are always restricted. Presented in our usual form the details from the different cities are as follows:

	Week Ending December 27.			Week Ending Dec. 30.	
	1884.	1883.	Per Cent.	1884.	Per Cent.
New York.....	\$403,361,823	\$624,793,739	-54·6	\$558,051,647	-29·9
Sales of—					
(Stocks...shares.)	(1,075,921)	(1,690,751)	(-36·4)	(1,915,659)	(-20·7)
(Cotton...bales.)	(447,500)	(509,000)	(-12·1)	(513,000)	(-19·0)
(Grain...bushels)	(19,906,000)	(27,106,000)	(-26·4)	(33,120,000)	(-12·9)
(Petroleum...bbls.)	(27,161,000)	(30,266,000)	(-10·3)	(52,511,000)	(-9·9)
Boston.....	\$33,935,754	\$32,744,870	+2·4	\$69,019,827	+1·8
Providence.....	3,744,100	3,508,300	+6·8	4,305,400	-6·1
Hartford.....	1,163,929	1,370,289	-15·1	1,334,271	-21·3
New Haven.....	836,496	906,899	-7·8	1,101,800	-5·1
Portland.....	613,878	1,021,447	-39·9	827,618	-18·1
Worcester.....	545,587	704,029	-22·5	718,557	+1·9
Springfield.....	645,162	675,696	-4·4	682,034	-12·2
Lowell.....	432,992	408,000	+6·1	591,376	+5·6
Total N. England	\$61,972,808	\$61,342,990	+1·0	\$78,341,343	+9·4
Philadelphia.....	\$33,956,640	\$40,941,256	-17·1	\$49,362,559	-17·7
Pittsburg.....	6,033,787	8,000,736	-23·8	6,817,280	-28·1
Baltimore.....	9,228,338	10,160,377	-9·2	11,794,949	-12·7
Total Middle..	\$49,818,714	\$59,703,399	-16·6	\$67,974,785	-18·1
Chicago.....	\$33,074,564	\$37,149,546	-11·0	\$45,939,939	-4·9
Cincinnati.....	7,301,950	7,693,050	-5·4	9,611,500	-5·8
Milwaukee.....	3,121,589	2,914,708	+7·1	3,579,585	+3·7
Detroit.....	2,053,690	2,547,328	-19·4	2,311,475	-28·0
Indianapolis.....	1,380,916	1,379,539	+0·5	1,416,235	-20·7
Cleveland.....	1,680,174	1,660,181	+0·0	2,040,922	+14·4
Columbus.....	1,127,278	1,194,329	-5·6	1,481,159	+2·5
Peoria.....	733,098	951,030	-22·9	686,615	-31·6
Total Western..	\$59,350,219	\$55,489,771	+6·9	\$67,130,846	-5·9
St. Louis.....	\$12,064,049	\$14,050,555	-13·6	\$14,412,594	-11·2
St. Joseph.....	428,224	582,257	-17·2	554,251	-24·9
New Orleans.....	10,294,133	9,763,809	+5·4	11,450,507	-28·1
Louisville.....	3,191,343	3,062,396	+4·2	4,018,546	-6·3
Kansas City.....	3,341,988	2,247,000	+48·7	3,080,908	+24·5
Memphis.....	1,542,133	1,381,486	+15·8	2,228,061	+43·1
Total Southern..	\$31,516,770	\$31,616,473	-0·4	\$36,444,955	-11·2
San Francisco.....	\$7,940,354	\$10,261,093	-23·5	\$11,890,122	+13·3
Total all.....	\$609,878,808	\$843,240,035	-27·7	\$820,090,70	-24·1

The returns received by telegraph from some of the more important cities for the five days ended this evening are less satisfactory than during preceding periods. This is due in a great measure to the fact that while last year's figures embrace the period from Dec. 31 to Jan. 4, and therefore cover many yearly settlements, this year's totals are for a period two days earlier, and could not therefore contain any transactions of that description.

	Five Days Ending Jan. 2.			Five Days Ending Dec. 30.	
	1885.	1884.	Per Cent.	1884.	Per Cent.
New York.....	\$403,362,455	\$614,619,332	-34·3	\$335,546,685	-34·4
Sales of Stock (sha.)	(1,155,992)	(1,465,733)	(-21·2)	(871,098)	(-36·7)
Boston.....	58,194,128	65,012,581	+10·5	42,679,300	+00·2
Philadelphia.....	32,139,870	51,126,640	-37·1	27,620,340	-17·5
Baltimore.....	5,133,104	10,500,438	-22·5	7,736,654	-6·8
St. Louis.....	10,287,402	14,080,625	-26·6	10,313,597	-12·8
Total.....	\$512,618,659	\$755,280,616	-32·1	\$493,868,576	-30·3

THE FINANCIAL SITUATION.

The new year opens on Wall Street without any very definite signs of improvement. Values have recovered somewhat during the week, which encourages hope, as every one knows that a permanent change in the course of the market must take place some time. It is also a fact favoring recovery, that the range of prices for so many securities is so low. Another circumstance of even greater significance is the condition of our foreign trade, which, if it does not result in an import of gold, will at least prevent its export, and defer therefore for the time being the threatened disturbance to our currency through the coinage of silver dollars. Still another hopeful sign is our home trade, which has adjusted itself to the loss in the capacity of our people for consuming goods by economies in production and short time, until now on a much lower basis of values than prevailed a year ago, it is giving some evidence of a more prosperous future.

But though trade may and is likely slowly to improve, we see no reason for anticipating any very marked recovery in consumption until enterprise receives a new impulse. It was the stability and safety specie payments ensured which induced the rapid construction of railroads, with the consequent activity in their allied industries, that gave us our late prosperity, putting all the productive forces of the country at full speed. Similar confidence and enterprise are needed now; yet so long as this silver question continues unsettled and the uncertainties it encourages remain, foreign capital will fight shy of us and home capital will take but short flights. That seems so evident, and business development appears now so closely dependent upon the removal of this uncertainty, we had thought Congress would soon be induced to grant the relief needed. We are losing hope, however. A belief prevails that the only kind of measure which has any chance of success in the House (and even that has but a narrow chance) is a three years' suspension of coinage—a measure that would have about the same effect on the industries of the country which a few months' reprieve would have on the spirits of a man sure to be hung in the end; relief might be felt, but it would be very transient indeed, for the old dread could not fail to return speedily. As the year has closed this week, for the purpose of making a record of the workings of one provision of the silver law, we have prepared the following from our weekly table which indicates each month's receipts of customs at New York during 1884 and the kind of money they were paid in. The reader will see at a glance how rapidly silver certificates are supplanting all other kinds of payment in dealings with the Government, and can draw his own inferences with regard to future results, as we have not the room in this column to indicate or discuss them.

MONTHLY RECEIPTS OF CUSTOMS DUTIES AT NEW YORK IN 1884.

1884.	Total duties received.	Payments made in*			
		Gold.	U. S. Notes.	Gold certificates.	Silver certificates.
January.....	\$11,762,029	\$287,000	\$684,000	\$7,894,000	\$2,693,000
February.....	12,064,811	253,000	999,000	8,148,000	2,661,000
March.....	11,436,786	204,000	1,260,000	6,937,000	3,019,000
April.....	9,840,822	244,000	1,344,000	5,573,000	2,643,000
May.....	9,269,287	312,000	1,364,000	4,331,000	3,285,000
June.....	9,455,248	290,000	2,062,000	3,784,000	3,342,000
July.....	13,108,338	206,000	2,332,000	6,313,000	4,351,000
August.....	12,825,196	169,000	2,481,000	5,972,000	4,164,000
September.....	11,987,968	193,000	4,135,000	3,897,000	3,764,000
October.....	10,362,133	183,000	4,390,000	2,452,000	3,341,000
November.....	7,712,428	148,000	2,889,000	1,415,000	3,257,000
December.....	8,083,522	140,000	2,927,000	1,450,000	3,559,000
Total.....	127,938,568	2,629,000	27,007,000	58,166,000	39,999,000

* These payments do not include amounts paid in silver dollars, which reach only a few thousand dollars for the whole year.

Another influence imparting as the year opens a degree of uncertainty to Wall street interests is the attitude of the coal carriers with reference to the coal trade, and the

arrangement they have entered into respecting production. The allotment of the 30 million tons to be marketed this year (all but the quota, 8 per cent, assigned to the Pennsylvania road, about which it is claimed there will be no difficulty) seems this week to have been definitely and satisfactorily arranged. But as the price at which the sales may be made is not limited, each company is at liberty to accept the best offer it can obtain, and that leaves the revenue of the leading roads (so far as affected by lower rates for coal) uncertain. Thus the question whether the country can consume the entire production becomes an important one and the answer to it (in case there is no change in price) depends wholly upon whether there is to be any considerable renewal of business activity. It seems reasonable, however, to assume that a lower range of values will prevail, inasmuch as the amount fixed to be mined is believed to be about $1\frac{1}{2}$ million tons more than last year's consumption, while our manufacturing industries do not start the year running on as full time as at the beginning of 1884. In fact the new plan must have been devised to meet that anticipation, otherwise the old system of regulating prices by keeping production on a basis permitting it, would have been retained. But it should not be forgotten that the tendency of lower prices is to encourage consumption, first by supplanting other fuel and finally by encouraging and benefitting general business, both being agencies working in favor of the roads, the first moderating the decline in prices of coal, and the latter not only helping in that direction but also increasing general traffic.

The unsettled differences in pooling arrangements also continue to impart a doubt as to the earnings of a large number of roads. So far as the trunk lines are concerned, there appears little reason to expect an immediate adjustment; in fact, so long as the contest between the West Shore and the Central continues, any hope of settlement, judging from the present outlook, will have to be dismissed. What will be the limit or result of that contest it is also idle to attempt to answer. The generally received opinion is that it will end only with the foreclosure of the West Shore mortgage, and what difference that will make, unless it results in the transfer of ownership of West Shore to the managers of the Central, it would be equally difficult to determine. It is possible that the drop in the price of the bonds to 37½ yesterday, in face of a rising market, is a symptom of an approaching end, and an indication of some new development soon to be made.

There is likewise no little friction between associations in other quarters. No arrangement, for instance, has yet been made by the Northwestern traffic association with the Wisconsin Central, the association having this week adjourned *sine die*, which, as we understand it, means that the pool has suspended. So, also, the roads running South from Cincinnati appear to have made no progress towards settling their dispute. On the other hand, it is announced this week that the Colorado association has been extended four months, and it is also reported that the difficulty between the trunk line committee and the Trans-Continental association with regard to through freight to the Pacific has been satisfactorily adjusted. These last two are favorable facts, but taking the whole situation together we cannot see the same disposition prevailing to arrange disputes that we thought apparent a few weeks since. And yet as this is a matter so very largely under the control of a few leading railroad managers, a change may occur almost any day.

There have been widely circulated reports this week to the effect that London was selling American securities here freely. We have not been able to verify them, though the condition of foreign exchange for several weeks

back, notwithstanding our large trade balance, makes it easy to believe that a movement of that kind has been in progress for some time. In another column we give our usual trade review for November, but below is a statement in brief of the merchandise imports and exports for the five months ending with December 1st, for six years.

EXPORTS AND IMPORTS OF MERCHANDISE.

Merchandise	1879.	1880.	1881.	1882.	1883.	1884.
Exports—						
July.....	50,131,850	71,015,59	63,033,015	54,617,541	52,884,084	54,580,568
August.....	58,080,908	67,192,050	67,514,718	62,714,393	61,436,749	54,188,706
September.....	65,444,055	71,225,897	62,491,379	62,815,827	54,428,052	52,833,094
October.....	87,783,999	85,687,254	68,018,616	71,847,973	72,008,813	71,072,743
November.....	71,501,065	83,008,120	70,071,491	80,966,520	79,998,783	78,776,806
Total.....	312,004,943	378,129,496	331,129,549	332,065,154	321,340,481	311,451,802
Imports—						
July.....	41,287,507	57,304,982	52,422,070	65,804,878	50,980,630	55,113,239
August.....	43,082,760	50,265,093	61,731,293	65,718,433	58,633,731	50,630,960
September.....	44,224,878	53,223,151	55,713,302	63,400,587	51,120,414	51,205,742
October.....	47,789,142	54,033,083	58,088,020	61,438,782	57,523,976	51,713,433
November.....	50,407,271	47,108,844	56,057,774	55,183,682	56,060,216	45,173,702
Total.....	226,851,567	297,931,273	285,514,168	311,555,362	280,955,267	253,923,163

Here we see that the merchandise balance in November was over 33½ million dollars in 1884. Probably it was also about 30 millions for December, and since the returns give over 19 millions in October the net total for the last three months of the year reaches, say, 82 million dollars in favor of this country. As we have usually allowed about 10 millions a month for interest due Europe and for undervaluations and freights, there would be about 50 millions still left to be settled for. The long sterling that has been purchased for investment has temporarily disposed of a portion of this; but these figures would incline one to believe that securities returned must be set off against a good part of the remainder.

These reports as to sales by London, which, as we stated, were current this week, rumor says were induced through an unsettled feeling caused by the passing of the Lake Shore dividend. That statement may well be received with doubt, as it is absurd on its face. Very few operators or investors at home or abroad could, under the circumstances, have expected a dividend, as it has been known for a considerable time that the road was not earning it. Besides, if there were no other cause disturbing confidence, a large body of stockholders could not be induced to part with their holdings (not only of that property, but of many others, for such was the rumor) at a time of great depression in business, on a simple omission of that kind, due to a temporary loss of traffic. The real secret of the transfer of capital to Europe from America (if such a movement is in progress as the exchange market in view of the trade statement would indicate) will be found in the silver coinage law; it is simply the natural action of that influence as we have often explained. Perhaps the volume of the movement has been increased just now, as this is a period of the year when capitalists as well as merchants are apt to look over their affairs and not infrequently make changes in investments.

Yesterday foreign exchange was marked up ½ cent. The market had been very quiet previously, with an indisposition manifested by bankers to trade. We see that the Bank of England lost last week £435,843 bullion, which carried the proportion of reserve to liabilities down to 37 13-16 per cent. This week it has gained £192,822 bullion, but on account of other changes the proportion is further reduced to 33½ per cent. These facts doubtless have had an influence in the advance in exchange. We have not received the quotation of to-day's rate for money in the open market at London, but more than likely there is a better inquiry there as a result of the resumption of business. Besides, the financial troubles at Vienna appear to be increasing and

it is not improbable that further demands may be made on that account upon the Bank of England. We look, therefore, for more active money in London. What effect, however, that will have on our exchange market must remain in doubt for the present at least, because of the uncertainty there is regarding the disposition made of the bills which our large trade balance noted above produced.

Brokers' balances remain nominally at 1@1½ per cent. Reports from the interior show a better demand for money for the grain movement, the recent falling off in receipts of wheat from the extreme Northwest having caused such an advance in price as to induce selling by farmers in other sections. There has also been a good inquiry for funds from the pork packers. The following statement, made up from returns collected by us, exhibits the week's receipts and shipments of gold and currency by the New York banks.

Week Ending Jan. 2, 1885.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$2,515,000	\$200,000	Gain. \$2,315,000
Gold.....	.....	*1,121,000	Loss. 1,121,000
Total gold and legal tenders.....	\$2,515,000	\$1,321,000	Gain. \$1,194,000

*\$1,121,000 of this was transferred in the shape of silver certificates by a deposit of gold in the Sub-Treasury.

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement, the banks have lost \$300,000 through the operations of the Sub-Treasury. Adding this to the above, we have the following, which should indicate the total gain to the New York Clearing House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending Jan. 2, 1885.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' Interior Movement, above.....	\$2,515,000	\$1,321,000	Gain. \$1,194,000
Sub-Treasury operations, net.....	.....	300,000	Loss. 300,000
Total gold and legal tenders.....	\$2,515,000	\$1,621,000	Gain. \$894,000

The government bond market has been active and strong this week, the demand coming chiefly from temporary investors, and from some speculators who look for an early passage of the McPherson bill. The market is somewhat bare of bonds, and any urgent inquiry causes a sharp advance.

The report of the European banks was not fully completed until Saturday last week, owing to the intervention of the extra holiday on Friday. For the purposes of reference we give here last week's changes. The Bank of England reported a loss of £435,843 bullion. This represented £240,843 sent to the interior and £195,000 to the Continent. £200,000 went to Austria, but the net Continental movement was as stated. The Bank of France lost 3,140,000 francs gold and gained 1,600,000 francs silver, and the Bank of Germany had a decrease of 17,674,000 marks specie. This week the Bank of England shows a gain of £192,822, representing £33,000 received from abroad, and £159,822 from the interior. The Bank of France, in the same time, lost 13,030,000 francs gold and 6,003,000 francs silver. The following shows the amount of bullion in the banks this week and at the corresponding date last year.

	January 1, 1885.		January 3, 1884.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	20,695,498	.....	21,437,365	.....
Bank of France.....	40,056,700	42,735,554	38,022,136	39,838,795
Bank of Germany.....	6,723,000	20,175,000	6,882,000	20,938,000
Total this week.....	67,477,256	62,310,554	66,341,501	60,776,795
Total previous week.....	67,805,515	62,570,074	66,981,12	61,039,077

The Assay Office paid \$263,443 for domestic bullion and \$4,939 for foreign bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certificate's.	Silver Certificate's.
Dec. 25.		Holl day.			
" 26.	\$322,170 05	\$4,000	\$121,000	\$35,000	\$161,000
" 27.	207,542 94	4,000	90,000	21,000	93,000
" 29.	331,352 44	4,000	126,000	34,000	167,000
" 30.	468,506 37	4,000	139,000	122,000	201,000
" 31.	389,799 51	6,000	171,000	93,000	119,000
Total	\$1,717,771 31	\$22,000	\$647,000	\$305,000	\$741,000

THE EAST TENNESSEE VIRGINIA & GEORGIA FUNDING SCHEME.

Among the roads that have decided to suspend cash payments of interest with the first of this year, the East Tennessee Virginia & Georgia attracts chief attention. The directors of the road have issued a circular to the bondholders (which we print in another column), giving at length their reasons for the step taken, and we think that this will help to remove many erroneous impressions with regard to the company's position that had previously gained ground. It is undeniable, however, that there is much disappointment and some surprise at the course pursued. Not that it was thought that the road could go through the era of depression any the more readily than most other roads operating a large amount of new mileage, but simply that the action of the managers in providing, under circumstances of great difficulty, the money needful to meet the last coupon, had infused (and justly) an unusual degree of faith in both them and their enterprise.

It will be remembered that in the critical period succeeding the crisis of last May, when it was almost an impossibility to raise money on any kind of security, and when many railroad companies had to succumb as a consequence, the East Tennessee found itself encumbered with a troublesome floating debt, with large interest payments maturing the 1st of July, and with the chief friend and promoter of the enterprise, as well as the banking institution which he represented and which had many times aided it, involved in bankruptcy. In this dilemma certain influential members of the board came to the rescue of the road, subscribed for \$1,200,000 plain debenture bonds, unsecured, paying for the same 100 or full par value, though the company's consolidated bonds then commanded only about fifty cents on the dollar, and thus relieved the management of a pressing necessity and at the same time made it possible for it to meet the July interest payments. The action of the directors was so unique in this respect—it happening so seldom that members will apply their own resources to sustain the property with which they are identified—that we deemed it worthy of special comment and praise. Now, however, that the next coupon has been defaulted, this action to many appears to wear a different look, and, as is natural under the circumstances, there is a disposition to question its disinterestedness, and even to charge bad faith. But we are free to say that to us there appears nothing to justify such a charge. In fact, we think that their latest action, in the absence of self-preference that it displays, is on a par with their former action, for the plan submitted proposes not only to defer cash payment of interest on the consolidated mortgage bonds, but also on the very debenture bonds that the directors took at par only six months ago. In view of this evidence of good faith and considerate treatment, it is only fair to seek in the condition of the property itself a

cause for the present suspension. And here we find abundant and strong reasons to sustain the course pursued.

In the first place, the earnings of the road have been falling off lately, and in the second place the margin for a falling off (before interest payments became endangered) was not large, taking the late fiscal year's operations as a basis. In that year (ending July 1 last) the net earnings were \$1,700,314, and the company had to pay \$1,402,995 for interest and \$49,618 for taxes, leaving a surplus of \$247,701. In the current fiscal year the charge for interest on the funded debt (including interest on car trusts and the new debentures) is \$1,480,833 according to the company's last report, and \$1,476,506 according to the circular issued this week. Using the former amount, the increase on last year is \$77,838. Hence the surplus of \$247,701 existing on the 1883-4 operations would be diminished in that amount, that is to \$169,863. Now on such a narrow margin as this, how do the earnings thus far compare with those of the corresponding period in the previous year? The company's circular discusses this point only in a general way, but from the monthly figures furnished us we have made up the following statement.

Months.	Gross Earnings.		Net Earnings.	
	1884.	1883.	1884.	1883.
July.....	\$ 278,037	\$ 311,784	\$ 90,161	\$ 137,345
August.....	312,723	302,504	124,097	178,048
September.....	309,311	394,434	159,201	204,982
October.....	412,289	455,593	200,905	236,476
November.....	380,180	409,665	149,645	183,816
Totals.....	1,752,540	1,914,040	724,009	940,667

In every month thus far, therefore, the company's earnings have shown a falling off, and in these five months alone the loss in net is as much as \$216,000. It follows that already the margin of \$170,000, which remained on the 1883-4 operations, has been \$46,000 more than exhausted. So it is clear that the company could not earn full interest in the current fiscal year, unless indeed the earnings of subsequent months should show an increase over the previous year, which, however, the indications at the moment do not favor. Moreover, the directors state in the circular that they do not think it wise to estimate either the 1885 or 1886 net earnings at above \$1,400,000, or \$300,000 less than in the year ended June 30, 1884. With this prospect of successive annual deficiencies, the question of paying the January coupons it is clear was a matter of expediency, and all things considered we think it best that the directors finally decided to state the case plainly to the bondholders and ask their indulgence. It is not good policy to increase liabilities in times like these, either for the purpose of paying interest or dividends. It must be remembered that when the money was borrowed last July the circumstances were different; then the interest on the bonds had been more than earned, now it is doubtful whether it can be.

But it may be asked how the statement that the company has only \$50,000 cash on hand that could have been applied to the January interest, harmonizes with the statement made last July that the taking of the debenture bonds had virtually extinguished the floating debt. If at the beginning of the fiscal year, it will be argued, the company had no floating debt, why are not the full net earnings that have since accrued on hand and available for this purpose? In five months the company earned net \$725,000, and if the December net should be no more than \$100,000 (against \$131,000 last year) here would be \$825,000 with which to meet the \$597,835 interest reported as due January 1. Of course in the interval between July and January the company had to meet certain interest payments maturing in that time—

about \$135,000 we should judge—and that would cut down the \$825,000 net earnings correspondingly; but apart from this, that sort of reasoning is defective, because it assumes that interest payments are the only payments that the company has to meet. There are, for instance, over a million car trusts outstanding, and, on these, payments on account of principal, as well as of interest, have to be regularly made each year. What the amount applied in this way in the last six months was we do not know, but see that in the company's circular the amount due in the calendar year 1885 as principal of car trusts and bonds is stated at \$280,954.

But more important than all are the current requirements for additions to the property, and improvements. We do not of course mean new extensions or mileage, but simply the essentials needful to carry on properly the current operations of the road. The East Tennessee system is made up in part of entirely new road and in part of road afflicted with old age. The former is, of necessity, imperfect, and requires constant additions; a station may be needed here or a siding there; while the old mileage to do the work imposed upon it must be replaced with better materials and supplied with better structures, tracks, bridges, &c. These are, to be sure, expenditures on capital account and should be so charged. They have nothing to do with current earnings. If the times were good, or the company's credit were good, the money required for this purpose would be readily forthcoming. But neither contingency, unfortunately, exists. Moreover, the company has no collateral available either, as the circular frankly states. Hence, betterments and improvements must of necessity be made out of net earnings. We notice that in the late fiscal year no less than \$1,001,809 had to be spent for new construction and equipment, and the circular states that \$1,117,217 will be required for this purpose in the years 1885 and 1886. In the last report, Mr. Henry Fink, the general manager, was very urgent in pressing this matter, and devoted considerable space to pointing out the needs of the company in the way of replacing "old iron rails that are wearing out rapidly," renewing "some of the most important bridges on the main line and on the Alabama Division," completing "terminal facilities at Atlanta and Macon," putting up shops and stocking them with tools and machinery, erecting engine houses, providing yard facilities, side tracks, round houses, etc., etc. Further evidence on this point could be cited, but is not, we think, necessary.

It is also erroneous to suppose that after the sale of the debenture bonds the company was left free of any and all floating debt. The statement made at the time seems to have encouraged that belief, but the report issued at the close of the fiscal year did not fully bear it out. That report showed current liabilities July 1 of \$1,007,863, with offsets to amount of \$548,968, leaving the net total of the debt \$458,895. This is not very large, but the statement was that "the entire floating debt had been provided for." What was meant, probably, was that substantially the whole of the debt would be extinguished by the sale of the bonds in question. It should be said, too, that certain items in the statement were of necessity merely approximations, and one error was developed subsequently in the fact that the net earnings for the months of April, May and June, then not yet fully known, turned out smaller than estimated.

Under the circumstances, therefore, instead of criticizing unfavorably the step taken we are inclined to commend it. Improvements are absolutely indispensable, and the money to make them, as stated, must come out of net earnings. The company proposes to fund four coupons—that is two years' interest—on the consolidated

bonds, and the same on the Cincinnati & Georgia first mortgage bonds, and also two years' interest on the debenture bonds. Certainly, there is nothing unfair about the proposition. A year's interest on the consols amounts to \$733,700, on the debentures to \$72,000, and on the Cincinnati & Georgia bonds to \$120,000, or \$925,700 together. Thus the company could apply that amount of net earnings for two years to improving the property represented by the bonds and raising its standard and efficiency. Then when the revival in business comes, as it undoubtedly will come, the road would be in excellent position to do the increased work required of it, and the security holders would reap the rewards of their present concessions. In this view, there would appear to be little reason for complaint at the passing of the January payments.

THE CONGO CONGRESS AND NICARAGUA CANAL.

What kind of a government do our people wish for in the future? This is a practical question that seems to be suggested by propositions that are now before the Senate for discussion, and by events that are at present transpiring. It is quite possible that a partial or an absolute change is desirable. We may have pursued a peace-loving, non-interfering, humdrum sort of existence long enough, and a more brilliant course may be preferable now, involving contact with European politics, colonial settlements in other parts of the world, the defense of canals built in foreign countries, a large navy and army, permanently heavy taxes—in a word, an establishment as much like the old country governments as it is possible to develop on American soil.

Such a change as this would involve, is, to be sure, radical. Yet the dashing sort of career it opens up, has its charm; the influence it brings, has its fascination; the trade it ostensibly fosters invests it with an air of profit; and altogether it has enough in it, that is at first sight agreeable, to prevent the public dismissing the suggestion without consideration. But what we particularly dislike, and are sure is unwise and impolitic, is the entering upon this new policy without notice or discussion, or rather the sliding into it almost unconsciously as it were. Thus, for instance, we appear in a European Congress met to facilitate the colonial fever just now raging; we take a prominent part in its discussions, claim a sort of right to be heard and join in the decisions reached. Our proposition was, of course, "shelved"—a slightly discouraging circumstance for a neophyte, though the dispatch curiously reads (a sop, probably, to our offended vanity) that "Germany and Great Britain supported 'America warmly.'"

But overlooking this mishap, which is comparatively of little moment, one cannot but recall that our action has no precedent—we never did it before. In fact, it is a move quite out of keeping with our established custom. To be sure, our trade is many times what it was a few years ago, our wealth is developing rapidly, our power to enforce our ideas has increased of late years, and it may be right, if Europe is about to cut up all the weak nationalities of the world into pasture lots, for us to have a corner in these new grazing grounds. But if such be our purpose, is it not due to the conservative sentiment which has heretofore predominated in the country's councils, to make the change deliberately and only after a most unmistakable expression of the nation's desire for it. It is a bold leap—where it lands us requires study. In this case, aside from the general entanglement in European politics, our presence and signature may imply an obliga-

tion to take part with Europe, if occasion requires, in enforcing the arrangements reached; and as there is now and promises to be in the future no question like the colonial one, for engendering strife and bitterness between European courts, one can imagine that the situation in that particular might become a little embarrassing. Besides, how can we hereafter consistently shut Europe out of discussions and decisions of questions affecting this continent?

Then again there is that other proposition now before the Senate, to take a slice out of Central America, build a ship canal through it, fortify it, hold it, defend it. In that way we would increase our importance in the world of nations; have a water route to our Pacific States; possess as our own property a channel through which the world's Eastern and South American commerce could pass; assert a kind of right over the Southern half of this Western Continent; have a short path in time of war to transfer naval vessels to the Pacific coast. All that certainly wears a fascinating look, and yet the whole plan, and especially the latter privilege stated, involves a most marvelous change in our government policy. For—passing other features—the use of the canal in time of war implies of course that we continue to hold it during such a contest; that supposes it to be kept fortified, always garrisoned, ready for a sudden attack; that necessitates a navy equal to any other nation's, with a more numerous army than we have thought desirable in the past; that leads to large government expenses, no let up in taxation and a gradual falling into a condition of military dependence and civil subordination.

Some very likely will claim that we are overstating results. But we do not desire to, and let us see if we do. Consider for a moment, what would be the strategic position with the canal built, in time of war. It is claimed that it would be the key to the defense of our Pacific States; but if it is the key for defense it is equally the key for attack, and suppose it fell into the hands of the enemy, would it not become a source of infinite annoyance and weakness, not only to those States but to the Gulf as well? Besides, in these days, two nations with a difference do not wait for a formal declaration before preparing or even acting. Germany had France by the throat in its last contest, before France had realized that anything more was at issue than a question calling for a little brag and diplomacy. If we should find ourselves in a similar dispute with England and in a similar condition, can we suppose she would wait for us to declare war, build a navy, construct fortifications, or recruit an army before attacking and taking possession of our canal? Thus, if built, it becomes at once in time of war (if we retain it) our weakest and most vulnerable point, we electing, by opening this passage to our Pacific States, to conduct the defense of the country at arms' length, that is way down in Central America; knowing at the same time, that the moment it falls into our enemy's hands, the canal uncovers both the Atlantic and Pacific coasts, since a hostile fleet stationed there has it in its power to hold the cities on both sides in constant terror. Great Britain shivered at the mere suggestion of building a channel tunnel; and yet we are such dolts as to think of building this military waterway, and let the whole fortune of war hang upon our ability to hold it!

But passing that view of the proposal, and recurring only to the requirements of the situation, does not what has been said make it sufficiently evident that if we build the canal, we must keep it constantly in a state of most complete defense, unapproachable on every side? It could be attacked by land, and hence we would have to provide for a considerable army to be sent there on

the shortest notice; for no nation at war with us and with such a prize at stake, would hesitate to violate the rights of so weak a neutral as Nicaragua. It could be assailed by water at either end, so we would be required to possess a navy large enough to meet other nations. England has just determined to spend an extra 25 millions in improving hers, which is suggestive of the rivalry we would have to keep up. Furthermore with our canal privilege, we have taken the job of defending Nicaragua against her enemies!

In view of these facts, we repeat, is it not opportune to ask, what kind of government do our people want in the future? And is it not reasonable to insist that the sense of the country should be taken on these very important questions before we are irretrievably committed to a policy involving so much and so great a change? We cannot believe the Senate has the constitutional power to foreclose the nation from the right to be heard in this case.

DECIDED IMPROVEMENT IN OUR FOREIGN TRADE.

It is a long time since it has been our privilege to record as favorable a trade statement as that transmitted from Washington this week for the month of November. And the exhibit is gratifying in more than one particular. In the first place, the exports, in the face of low prices reach a large aggregate, and prove heavier than generally expected. Then the imports have undergone most noteworthy contraction, as we have predicted they would. Finally these two circumstances have combined to produce a balance in our favor that can only be compared with the balances reached in the height of our prosperity—in 1880. How surprisingly favorable this result is will appear when we say that the excess of merchandise exports over imports amounts to over 33½ million dollars—in exact figures, \$33,602,874.

In these figures we have the basis for the low rates of foreign exchange that have prevailed all along, and, as said on another page, the wonder is, not that they have been so low, but that they have not ruled still lower, permitting the imports of gold more constantly. As it is, we received only \$8,183,130 gold altogether, and against this there were shipments to amount of \$443,529, leaving the net movement about 7¼ million dollars. Yet, as stated, the balance on the merchandise movement was over 33½ millions, and in addition we exported \$1,146,722 more silver than we imported, which raises the balance to nearly 34¼ millions. It is clear that under ordinary circumstances on such a balance the gold imports would have been much larger. In fact, on a balance over ten millions smaller, we received in 1883 four millions gold net. It will be interesting here to see how the November merchandise balance has stood for a number of years past, as compared with this, so we have prepared the following table.

	November.			Jan. 1 to Nov. 30.		
	Exports.	Imports.	Excess of Exports.	Exports.	Imports.	Excess of Exports.
1884.....	\$ 78,770,609	\$ 45,173,792	\$ 33,602,874	\$ 651,964,308	\$ 586,679,849	\$ 65,284,459
1883.....	\$ 79,908,783	\$ 56,000,216	\$ 23,908,567	\$ 719,554,708	\$ 633,080,470	\$ 86,474,238
1882.....	\$ 80,060,529	\$ 55,183,082	\$ 24,877,447	\$ 675,015,920	\$ 693,343,158	\$ -18,327,238
1881.....	\$ 70,071,491	\$ 56,057,774	\$ 14,013,717	\$ 756,457,485	\$ 612,871,838	\$ 143,585,647
1880.....	\$ 83,008,120	\$ 47,108,894	\$ 35,899,226	\$ 790,793,208	\$ 640,431,491	\$ 150,361,717
1879.....	\$ 79,304,065	\$ 50,497,271	\$ 28,806,794	\$ 684,379,822	\$ 453,966,835	\$ 230,412,987

It thus appears that in no other November except 1880 was the export excess so heavy as in the present year, and even in that year it was only 2¼ millions greater. The balance is 10 millions above that of 1883. 8 millions above that of 1882 and 20 millions above that of 1881; it is also nearly 5 millions above that of 1879. An examination of the figures

reveals that the improved showing this year was brought about simply by a heavy reduction in the imports. It has seemed for a long time as if our imports would undergo important diminution, but the totals, though exhibiting some contraction, have until the present month been maintained at pretty high figures. Now, however, a change has come, and in a very pronounced way, too. Instead of import totals up to 55 and 60 millions, we have this month an aggregate of only a little above 45 millions. This, it will be seen, is a very decided reduction. It means importations at the rate of only about 550 millions a year, against 650 and 700 millions before. We would have to go back a good many years to find a total for any month as low as 45 millions, and a similarly low November aggregate can only be found when we reach 1878.

This contraction was superinduced, of course, by the falling off that has occurred in the exports and by the general industrial depression everywhere prevailing. But perhaps even more influential to this end was and is the fear about our gold basis engendered by the continued coinage of silver. With our currency in a natural state, and its operations unimpaired by legislative restrictions, there would be no great cause for uneasiness, even if imports should exceed exports for the time being. Besides, one of our products—silver—would be exported in more liberal amounts than now, and this would help to diminish any balance against us. But with a premium placed on silver and gold in effect undervalued (thus tending to drive the latter ultimately out of the country), with the trade movement against us, and with a stock of gold by no means in excess of our needs,—in this condition of things the situation was precarious, and the need for retrenchment in the imports imperative. Of course, in the sense that the smaller imports defer the danger dreaded and swell the balance in our favor, they are a favorable feature. But in so far as they reflect complete and utter stagnation of all business interests, they can not so be regarded. If this industrial distress, however, leads to a removal of the main cause that promotes its existence it will not have been in vain. As it may be thought, perhaps, that imports have diminished at the expense of stocks in the warehouses, we will say that though the amount in bond has been decreasing, as usual at this season, the total on December 1 was still \$32,364,095, while a year ago it had been only \$28,276,924, in 1882 \$28,029,330, and in 1881 only \$23,830,703.

As regards the exports for the month, these, as said above, make a very good comparison with other years in November. The aggregate is close to 79 millions, it will be seen, and is only about $1\frac{1}{4}$ millions below 1883, and but $4\frac{1}{4}$ millions below the very best year previously—1880. When compared with 1881, the year of short crops, there is quite an increase— $7\frac{1}{4}$ million dollars. The large total is somewhat a surprise, since the preliminary figures of the breadstuffs exports for the month had shown a decrease of \$3,675,585, and the provisions exports a further decrease of \$2,067,746, or \$5,743,331 together. But it is the cotton movement that accounts for the heavy aggregate recorded. Of this staple we shipped no less than 793,928 bales during the month, against only 646,782 bales in November, 1883. To be sure prices were somewhat lower this year, but the gain in quantity was sufficient to leave a very heavy margin, notwithstanding. It was this staple certainly that overcame the greater part of the \$5,743,331 loss in breadstuffs and provisions (reducing it to \$1,222,117 in total exports) and also a larger or smaller loss in petroleum, for, according to the figures for this port, that commodity went out in smaller amount than a year ago, and at lower prices too. As cotton has played

such an important part in giving us the large balance in November, it will be interesting to know that in December the shipments (by our figures) were quite as heavy. As regards the imports, too, the New York movement seems to indicate very small totals for December—smaller even than in November—so that the promise is, that when the December exhibit for the whole country is made up at Washington, it will present another very large balance in our favor. The following table shows the breadstuffs and provisions exports from each leading port during November and the eleven months ended November 30.

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

Breadstuffs.	1884.		1883.	
	Nov.	Jan. 1 to Nov. 30.	Nov.	Jan. 1 to Nov. 30.
New York.....	\$ 4,130,396	\$ 51,590,853	\$ 5,103,682	\$ 61,939,235
New Orleans.....	265,402	3,333,158	379,686	8,119,273
Baltimore.....	1,315,060	19,385,056	1,319,319	25,318,229
Boston, &c.....	1,350,980	16,717,365	1,550,410	14,630,540
Philadelphia.....	455,233	7,724,443	815,656	10,413,423
San Francisco.....	2,288,163	18,814,409	3,666,251	26,895,059
Other ports.....	1,237,302	12,794,746	1,883,687	12,477,858
Total.....	11,042,536	131,960,030	14,718,121	159,793,617
Provisions and Dairy Exports.				
New York.....	\$ 5,203,259	\$ 56,325,351	\$ 6,193,500	\$ 73,500,252
New Orleans.....	9,356	133,253	18,139	106,105
Baltimore.....	35,042	492,119	492,119	1,369,686
Boston, &c.....	1,080,166	12,566,827	1,173,287	15,036,158
Philadelphia.....	416,351	5,913,747	1,022,842	8,307,025
San Francisco.....	38,136	437,803	46,274	480,515
Other ports.....	419,206	8,754,581	767,311	8,091,621
Total.....	7,201,716	84,733,684	9,269,462	106,891,362

* Not including live stock.

How was this falling off of \$3,676,000 in the breadstuffs exports brought about, it will be asked. By smaller quantities? Not to any great extent. There is a decrease in the shipments of corn, as heretofore, but on the other hand the shipments of wheat show an increase—of 834,000 bushels, which, however, is offset by a contraction of 98,000 barrels of flour (equal to about 440,000 bushels of wheat). On the whole, therefore, it may be said the contraction in the value of the breadstuffs exports is almost entirely due to the lower prices realized on the shipments. On wheat, for instance, the average per bushel is a little less than 79 cents, while in November, 1883, it was close to \$1 08. The following table gives full details of the breadstuffs exports—in quantity and value—in November and since January 1.

DETAILS OF BREADSTUFFS EXPORTS.

November.	Quantity.		Value.	
	1884.	1883.	1884.	1883.
Barley.....bush.	21,425	65,519	\$ 10,467	\$ 39,427
Corn.....bush.	1,847,021	2,815,039	1,021,537	1,695,169
Corn-meal.....bbls.	21,176	22,735	66,508	70,031
Oats.....bush.	401,355	27,421	80,104	12,090
Out-meal.....pounds.	2,225,744	1,821,305	63,478	49,835
Rye.....bush.	394,133	573,543	253,692	395,724
Wheat.....bush.	7,609,191	6,775,437	6,019,280	7,306,100
Wheat-flour.....bbls.	721,915	819,483	3,536,470	5,149,745
Total for month.....			11,042,536	14,718,121
Jan. 1 to Nov. 30.				
Barley.....bush.	975,198	387,082	527,370	246,457
Corn.....bush.	27,737,370	37,834,315	16,903,616	37,149,383
Corn-meal.....bbls.	210,296	252,838	654,935	835,413
Oats.....bush.	3,211,708	423,119	1,133,872	187,957
Out-meal.....pounds.	26,775,712	*	759,555	*
Rye.....bush.	4,962,982	4,265,278	3,460,782	3,013,547
Wheat.....bush.	71,173,029	64,215,126	66,402,412	71,783,672
Wheat-flour.....bbls.	7,974,009	8,099,969	42,685,488	46,577,188
Total for year.....			131,960,030	159,793,617

* Not stated separately previous to July 1.

Regarding the provisions and dairy exports, the one conspicuous feature is the general falling off in the whole range of items—in quantity and value alike. In November pork was the only item that did not show a decrease from 1883, and on it the improvement was really insignificant. All the other items record a diminution—very heavy, too, in some instances. It is to be said, however, that the provisions shipments have shown a decrease almost all through the year, and when we come to the figures for the eleven months we find not even pork as an exception to the rule of decrease, every item having lower totals, as will appear from the following statement.

DETAILS OF PROVISIONS AND DAIRY EXPORTS.

November.	Quantity.		Value.	
	1884.	1883.	1884.	1883.
Live Stock—				
Cattle.....No.	3,213	10,707	\$ 291,875	\$ 1,114,945
Hogs.....	4,568	5,190	52,175	64,253
Beef Products—				
Beef, canned.....			310,559	334,498
Beef, fresh, lbs.	7,678,805	11,512,515	260,587	1,139,955
Beef, salted, &c.	3,103,566	3,559,534	245,699	266,481
Tallow.....	2,548,310	5,084,999	183,003	386,592
Pork Products—				
Bacon.....	26,626,222	31,951,816	2,625,013	3,308,669
Hams.....	2,368,307	3,513,681	291,681	409,823
Pork, fresh, salted, &c.	5,182,340	5,001,020	408,733	356,471
Lard.....	19,622,294	23,800,819	1,556,237	2,604,932
Dairy Products—				
Butter.....	1,158,846	2,016,321	218,794	410,210
Cheese.....	5,102,193	5,754,094	601,390	631,831
Total*			\$7,201,716	\$9,269,402
Since Jan. 1.				
Live Stock—				
Cattle.....No.	125,001	153,877	12,517,204	15,033,858
Hogs.....	29,300	31,837	354,321	500,434
Beef Products—				
Beef, canned.....			3,002,536	3,507,358
Beef, fresh, lbs.	103,209,830	104,586,497	10,512,921	10,644,169
Beef, salted, &c.	33,976,569	39,737,387	2,674,500	3,245,551
Tallow.....	47,354,602	52,070,214	3,465,293	4,140,746
Pork Products—				
Bacon.....	260,339,318	324,511,257	25,794,946	33,725,172
Hams.....	38,368,652	47,893,737	4,761,542	5,865,167
Pork, fresh, salted, &c.	44,560,132	61,667,877	3,741,774	5,281,579
Lard.....	191,943,220	247,202,600	17,137,485	25,532,491
Dairy Products—				
Butter.....	19,958,968	20,923,666	3,452,726	3,808,047
Cheese.....	104,118,810	104,919,873	10,390,861	11,117,082
Total*			\$4,733,684	\$10,891,362

* Not including live stock.

RETROSPECT OF 1884.

The financial storm which had been brewing from July 1, 1881, burst in all its violence on the 14th of May, 1884. Again the popular theory or superstition of a decennial crisis in the United States was substantially fulfilled, as the period from September, 1873, to May, 1884, was just ten years and eight months. The fever heat of the panic reached its height on the 14th of May; the depression immediately following reached its depth in the last days of June; the first of July was a great turning point, and only a few days elapsed thereafter before it became evident that the worst was over. The banks became rapidly stronger; confidence was measurably restored; and from that time forward, with all the stagnation and decline in prices which marked the balance of the year, there was never a day when any serious apprehension was felt that there would be another panic.

In no sense could the trouble of 1884 be called a commercial crisis. On the contrary, the extreme tension of the year, with the strain on credit and the almost bottomless decline in prices, served to show most strikingly how firmly the mercantile community had established themselves since the troubles of 1873-1878. Even with manufacturers, who necessarily felt the low prices and general depression more seriously than any other class of business men, the heavy failures were comparatively few, and at the close of the year it was a matter of surprise that the manufacturing community as a whole could have gone through the severe pressure of 1884 and not developed greater weakness than was actually shown. Inflation had not been the general practice; credits were not unreasonably extended; merchants and manufacturers usually had their affairs well in hand; and notwithstanding the grand total of failures for the year, with liabilities amounting to \$240,000,000, and exceeding the record of any former year, the most of those failures were financial, and many of them directly the result of stock speculations. Taking a retrospect on December 31, 1884, the COMMERCIAL AND FINANCIAL CHRONICLE may fairly claim that what it has remarked from time to time in the past two years of the general soundness of commercial affairs, has so far been fully sustained by the result. It had never declared or im-

plied that a stockbrokers' panic might not be precipitated by the shrinkage in prices of securities, or by the practice of such methods as those of Grant & Ward, or by inflation of that species in which the Metropolitan Bank was involved.

The Presidential election in the fall of 1884 was an additional cause for stagnation in business. Never before had a greater interest in the result been shown by business men, as such, and their participation in the electoral canvass, engaging in processions, and giving personal attention to other matters connected with the election, contributed to cause an apathy about their legitimate occupations for some time before, as well as after, the 4th of November. True to the tradition that a party in power is likely to be defeated if the election occurs in a year of financial disaster, the Republican party was defeated, and this to many minds carried the idea of radical changes in the tariff and in the financial policy of the country, and according to their views added elements of great uncertainty to the future.

The financial machinery of the country—that is, the banking system, the money market, the stock and commercial exchanges with their methods of business—all worked satisfactorily. The national banking system again proved its virtue in the face of trying circumstances, and the failures of national banks in the year ending Nov. 1 were only eleven (with a capital of \$1,285,000), out of a total of 2,671 banks in operation. The issue of Clearing House certificates by the banks in New York City was tried during the panic with great success, and while this is in the nature of a war measure, to be adopted only in times of emergency, the usefulness of the proceeding, when conservatively used as a temporary expedient in times of panic, has been thoroughly demonstrated. The total amount of certificates issued was \$24,915,000, of which \$7,000,000 were to the Metropolitan Bank, and by July 1 there remained outstanding only \$9,570,000, of which a large proportion was with the Metropolitan Bank.

For the purpose of showing at a glance the industrial and financial statistics, which present a sharp comparison of the two years, 1883 and 1884, the following table has been compiled. Where figures are approximate they are stated in round figures, the estimates of the best authorities being taken. The aggregate mileage operated on the 55 railroads, whose total earnings for the eleven months are reported, was 41,590 miles Dec. 1, 1884, against 39,803 miles Dec. 1, 1883.

	1883.	1884.
Coin and currency in U. S. Nov. 1.....	\$1,523,866,939	\$1,541,589,140
Mercantile failures.....	\$173,000,000	\$240,000,000
Imports of merchandise (11 months).....	\$53,080,470	\$586,79,846
Exports of merchandise (11 months).....	\$719,554,703	\$654,964,268
Railroad constructed (miles).....	6,753	4,000
Gross earnings 55 railroads (11 mos.).....	\$203,563,395	\$198,476,623
Wheat raised.....bushels.	420,000,000	500,000,000
Corn raised.....bushels.	1,551,000,000	1,800,000,000
Cotton raised.....bales.	5,714,052	5,900,000
Pig iron produced (2,240 lbs.).....	4,225,000	5,800,000
Anthracite coal.....tons.	31,793,027	30,000,000
Immigration (11 months).....	536,430	440,361

I. Agricultural Products. The yield of wheat in 1884 was excellent, and the latest estimates of the Agricultural Bureau place the total crop at 500,000,000 bushels, against 420,000,000 bushels in 1883. The corn crop was the largest ever grown in the country, and is estimated at 1,800,000,000 bushels, which is about 250,000,000 bushels more than in 1883. The best current estimates of the cotton crop indicate a yield of about 5,900,000 bales, or nearly 200,000 bales larger than in the yield of 1883. The Agricultural Bureau estimate for 1884 is only 5,580,000 bales. The large crops of 1884 had a good effect in counteracting to some extent the despondency which was prevalent, but the shrinkage in prices was so great that

the actual value of the products was vastly reduced. In London the price of wheat was at the unprecedented figure of 31s. 6d. per quarter. Taking the prices on the first of January in each year and the total yield for the previous season, and we have the following approximate results in quantities and values.

	1883.			1884.		
	Yield, Bushels.	Price Jan. 2, '84	Value of Crop.	Yield, Bushels.	Price Jan. 2, '85	Value of Crop.
Wheat....	420,000,000	1-12	470,400,000	500,000,000	84	420,000,000
Corn....	1,250,000,000	64	992,000,000	1,800,000,000	53	954,000,000
Cotton*..	5,714,000	10½	280,700,000	5,900,000	11½	316,370,000

* Bales.

II. Manufacturing and Industrial Enterprise. In no department was the decline in activity more conspicuous than in the flagging manufactures, the decreased mining, and the comparatively small amount of railroad building. Not only was there no inducement to engage in new work, but in manufactures and mining the low prices of products necessitated the cutting down of work and wages in every way possible, and many furnaces, mills and mines were closed. The production of pig iron was cut down during the year from 4,623,000 gross tons in 1883, to about 3,834,000 in 1884; but still the demand fell off more rapidly than the production, and prices did not strengthen. Anthracite coal production fell off only about 1,250,000 tons in spite of the great efforts of the companies to cut down the output by means of a reduction in the time of working.

Railroad building was still carried on to a greater extent than might have been expected, in view of the financial disasters to railroad companies that had already taken place, and the great difficulty of raising new capital, and the total mileage built in the year was about 4,000 representing a capital outlay (at \$30,000 per mile including equipment) of \$120,000,000, against a similar expenditure of about \$202,600,000 in 1883.

In one branch of industrial enterprise there was considerable activity, and that was in the occupation of grazing lands and the establishment or extension of cattle ranches. A relatively large amount of capital was invested in this by cattle companies and the greater part of this capital came from London. In fact, there was much comment in regard to the propriety of having such immense tracts of land in the United States practically owned by foreigners.

III. Exports and Imports of Merchandise.—The foreign trade movement of the country was disappointing. In the first six months of the year the exports of domestic products were naturally reduced from the previous year, on account of the small surplus of the crops of 1883, whereas the imports of merchandise did not begin to fall off largely till some weeks later; the result of this was a net export of specie of \$31,117,075 prior to July 1. In the last half of the year the trade movement began to show a better condition, as the imports of merchandise fell off under the general depression, and the exports of merchandise were large in the item of cotton, which counts so heavily in the values. As a result of these conditions the exports of merchandise for five months, July 1 to Dec. 1, were \$311,451,802, against \$321,346,481 in 1883; and imports were \$253,923,166, against \$280,955,267 in 1883.

IV. Railroad Traffic and Earnings. In our retrospect on Jan. 1, 1884, the following language was used: "The year 1883 was plainly the maximum year yet reached in railroad business; tonnage was very heavy from the large crops of 1882, from general activity in the movements of various classes of merchandise, from a heavy coal tonnage, from an early movement of crops to market in the fall of

1883, and from a large immigration, and settlement of new lands at the West. Passenger business was also heavy. Sharp competition, however, began to develop in consequence of the opening of many new lines; and at the close of 1883 the signs were generally unfavorable for a continuance of the great railroad prosperity which had been so conspicuous during that year." How thoroughly the views then expressed have been justified by the course of railroad affairs during 1884 the public very well knows. The small crops of 1883 caused a decrease in traffic during the first eight months of 1884, and, in addition to this, the competition of new lines was now felt to a fuller extent, and with the decrease in traffic came the usual cutting in freight and passenger rates. This was the great feature of the year, and on the trunk lines, the lines west from Chicago, the Colorado pool lines, and on other competitive routes, the cutting in rates was of the most severe character. The last months of the year were noted for the prolonged contest between New York Central & Hudson and the West Shore, over passenger business, in which the rates were completely demoralized, and so remained till the close of the year. The expenses of railroads were not generally reduced in proportion to their earnings, and consequently the net earnings were unsatisfactory.

V. Immigration. The immigration from foreign countries continued to fall off, though not as heavily as might have been expected. For eleven months of 1884 the immigrants into the United States numbered 440,361, against 536,430 in the same time of 1883 and 686,676 in 1882.

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st day of Jan. 1883, 1884 and 1885.

STATISTICAL SUMMARY ON OR ABOUT JAN. 1, 1883, 1884 AND 1885.

	1883.	1884.	1885.
New York City Banks—			
Loans and discounts.....	\$ 311,071,200	327,535,700	295,874,200
Specie.....	57,827,100	60,468,100	88,170,500
Circulation.....	17,623,500	15,456,800	11,618,600
Net deposits.....	\$ 291,663,600	320,793,000	335,272,100
Legal tenders.....	18,664,200	26,479,100	36,592,300
Legal reserve.....	72,915,900	80,193,250	83,818,025
Reserve held.....	76,291,300	86,947,200	124,762,800
Surplus reserve.....	\$ 3,375,400	6,448,000	40,944,775
Money, Exchange, Silver—			
Call loans.....	3@12	1@2½	1½@2
Prime paper, sixty days.....	6½ 6½	5@5½	4½@5½
Silver in London, per cent.....	30½d.	31½	31½
Prime sterling bills, 60 days.....	4 81	4 82½	4 81
United States Bonds—			
3s, registered, option U. S.	102½	100½	101½
6s, currency, 1898.....	132	134	131
4½s, 1891, coupon.....	113	114½	113½
4s of 1907, coupon.....	119½	123½	121½
Railroad Stocks—			
New York Central & Hud. Riv.	126	112	86½
Erie (N. Y. L. E. & W.).....	38½	26½	14½
Lake Shore & Mich. Southern.....	112½	94½	62
Michigan Central.....	93	85	55
Chicago Rock Island & Pacific.....	125½	116½	105½
Illinois Central.....	142½	132½	121½
Chicago & Northwestern, com.....	134½	116½	83
Chicago Milw. & St. Paul, com.....	103½	92	71½
Delaware Lack. & Western.....	124½	116½	88½
Central of New Jersey.....	69½	84½	39½
Merchandise—			
Cotton, Midd'l'g Uplands. @ lb.....	10½½	10½	11½
Wool, American XX.....@ lb.....	35@43	33@41	34@36
Iron, Amer. pig, No. 1.....@ ton.....	25 00@26 00	20 50@21 50	19 50@20 50
Steel rails at mills.....	40 00	35 00	28 00
Wheat, No. 2 red win. @ bush.....	1 09½-1 10½	1 10½-1 12½	94 @86
Corn, West. mix. No. 2 @ bush.....	66½@66½	63½@64	53 @54½
Pork, mess.....@ bbl.....	18 37½-18 50	14 75@15 25	12 50@13 00

BANK MOVEMENTS.

The banks played a conspicuous part in the history of the year. There was nothing extraordinary until the panic in May, but when that came, the responsibility of taking measures which would protect the whole country from disaster fell upon the Associated Banks of New York City. It was a crisis, and nothing but immediate action could have averted the general chaos which was impending. The Clearing House Banks adopted the measures which had been found effective in 1873, and authorized the issue of Clearing House certificates to banks belonging to the association, to the extent of 75 per cent of their bills receivable or securities deposited as security for such certificates. The greatest amount of these ever out was

on May 24, when the amount was \$24,915,000, but only twenty banks out of eighty-two took them, and of these several did not use them. On July 1 all but \$9,570,000 had been retired, and these were nearly all issued to the Metropolitan Bank. This bank continued in business, its deposits running down from \$11,204,000 on May 15 to \$1,338,000 on October 1, and in November it went into liquidation and retired from business. After the crisis was over the banks increased their surplus with wonderful rapidity, and on the 6th of December the surplus reserve above their legal 25 per cent requirement amounted to the unprecedented sum of \$42,297,450, and on the 27th of December it was still \$40,944,775.

The following were the totals of the New York City Clearing House banks about the first of each quarter in the year 1884 and near the 1st of January, 1885:

	Loans and Discounts.	Specie.	Circulation.	Net Deposits.	Legal Tenders.
Dec. 29, '83	\$327,535,700	\$60,463,100	\$15,476,800	\$320,793,000	\$26,479,100
Mar. 29, '84	\$346,293,700	\$66,996,900	\$14,333,800	\$346,709,800	\$27,405,000
June 28, '84	\$293,150,500	\$53,817,900	\$14,384,500	\$286,158,300	\$28,843,300
Sept. 27, '84	\$291,126,700	\$73,825,500	\$14,137,400	\$305,146,300	\$30,305,800
Dec. 27, '84	\$295,874,200	\$83,170,500	\$11,618,600	\$335,272,100	\$36,592,300

THE MONEY MARKET.

The money market was in such a condition of ease throughout most of the year as to give evidence of the unhealthy stagnation which prevailed. It should be remembered as an important fact for the advocates of a forced silver coinage that the panic of 1884 came upon the country when it was glutted with a superabundance of coin and currency for circulation, and the continued coinage of depreciated silver, instead of helping the country with easy money, did much to bring on the bad condition of business, by shaking confidence in the stability of our circulating medium. In the May panic rates advanced to abnormal prices, and at one time money could hardly be obtained at any figure, and in some cases stock-brokers paid 5 per cent per annum plus 3 per cent a day for loans. Rates soon relaxed when the timidity following the panic had passed away, and in the last half of the year rates were excessively low, seldom ruling above 3 per cent as the maximum rate on stock collaterals. Mercantile paper was naturally higher, owing to the great uncertainty as to the standing of business houses, and the best double-name paper went at $4\frac{1}{2}\%$ to 6 per cent. Late in the year the leading New York Clearing House banks agreed to pay only 2 per cent interest on deposits.

The following table shows the rates for call loans secured by collaterals and the rates for prime commercial paper of two to four months' time during each week of the year 1884:

Week ending Friday.	Call Loans.	Prime Paper.	Week ending Friday.	Call Loans.	Prime Paper.
Jan. 4 (3 d's)	1 @ 3	5 @ 6	July 11.....	1 @ 2 1/2	5 1/2 @ 6 1/2
" 11.....	1 @ 2 1/2	4 @ 6	" 18.....	1 @ 2 1/2	5 1/2 @ 6 1/2
" 18.....	1 @ 2 1/2	4 @ 5 1/2	" 25.....	1 @ 2 1/2	5 1/2 @ 6 1/2
" 25.....	1 @ 2 1/2	4 @ 5 1/2	Aug. 1.....	1 @ 2 1/2	5 1/2 @ 6 1/2
Feb. 1.....	1 1/2 @ 3	4 @ 5 1/2	" 8.....	1 @ 2 1/2	5 @ 6
" 8.....	1 @ 2 1/2	4 @ 5 1/2	" 15.....	1 @ 2 1/2	5 @ 6
" 15.....	1 @ 2 1/2	4 @ 5 1/2	" 22.....	1 @ 3	5 @ 6
" 22.....	1 1/2 @ 2 1/2	4 @ 5 1/2	" 29.....	1 @ 3 1/2	5 @ 6
" 29.....	1 1/2 @ 2 1/2	4 @ 5 1/2	Sept. 5.....	1 @ 2 1/2	5 @ 6
Mch. 7.....	1 @ 2 1/2	4 @ 5 1/2	" 12.....	1 @ 3	5 @ 6
" 14.....	1 @ 2 1/2	4 @ 5 1/2	" 19.....	1 @ 2 1/2	5 @ 6
" 21.....	1 1/2 @ 2 1/2	4 @ 5 1/2	" 26.....	1 @ 3	5 @ 6
" 28.....	1 1/2 @ 2 1/2	4 @ 5 1/2	Oct. 3.....	1 @ 3	5 @ 6
April 4.....	1 1/2 @ 2 1/2	4 @ 5 1/2	" 10.....	1 @ 3	5 @ 6
" 11.....	1 1/2 @ 2 1/2	4 @ 5 1/2	" 17.....	1 @ 2 1/2	5 @ 6
" 18.....	1 1/2 @ 2 1/2	4 @ 5 1/2	" 24.....	1 @ 3	5 @ 6
" 25.....	1 1/2 @ 2 1/2	4 @ 5 1/2	" 31.....	1 @ 3	5 @ 6
May 2.....	1 1/2 @ 3 1/2	4 @ 5 1/2	Nov. 7.....	1 @ 3	5 @ 6
" 9.....	1 1/2 @ 3 1/2	4 @ 5 1/2	" 14.....	1 @ 2 1/2	4 1/2 @ 5 1/2
" 16.....	1 1/2 @ 3 1/2	4 @ 5 1/2	" 21.....	1 @ 2 1/2	4 1/2 @ 5 1/2
" 23.....	1 @ 6 1/2	4 @ 6	" 28.....	1 @ 2 1/2	4 1/2 @ 5 1/2
" 30.....	1 @ 8	5 1/2 @ 6	Dec. 5.....	1 @ 3	4 1/2 @ 5 1/2
June 6.....	1 @ 4	5 1/2 @ 6	" 12.....	1 @ 3	4 1/2 @ 5 1/2
" 13.....	1 @ 3	5 1/2 @ 6	" 19.....	1 @ 1 1/2	4 1/2 @ 5 1/2
" 20.....	1 @ 3	5 1/2 @ 6	" 26.....	1 @ 1 1/2	4 1/2 @ 5 1/2
" 27.....	1 @ 18	5 1/2 @ 6	" 31 (4 d's)	1 @ 1 1/2	4 1/2 @ 5 1/2
July 4.....	1 @ 6	5 1/2 @ 6			

* And 3 per diem.

† And 1/2 per diem.

UNITED STATES BONDS.

There were no special features in government bonds during the year, except the precipitate decline of 5 per cent in the May panic, which was occasioned partly by the suspension of a prominent firm of government bond dealers and partly by the general pressure to realize. The calls for 3 per cent bonds by the Treasury amounted to \$70,000,000 in calls at different dates up to Sept. 26, after which the decreasing revenues and large demand for pensions and decrease of gold in the Treasury, prevented further calls.

The following shows the dates and amounts of the calls for 3 per cent bonds made during the year:

Call.	Amount.	Date of Call.	Date of Maturity.
125th.....	\$18,000,000	January 12	March 15
126th.....	10,000,000	February 21	May 1
127th.....	10,000,000	May 3	June 20
128th.....	10,000,000	May 12	June 28
129th.....	10,000,000	June 26	August 1
130th.....	10,000,000	August 25	Sept. 30
131st.....	10,000,000	Sept. 26	November 1
Total.....	\$70,000,000		

FOREIGN EXCHANGE.

In the early part of the year Sterling Exchange ruled at very firm rates, owing to the return of some stocks and bonds by foreign holders, but more to the decreased exports of our grain and cotton. The crops of 1883 had been small, and they were hurried to market rapidly before the first of January, 1884, leaving a small surplus to go forward after that date. As a consequence of this situation there was an export of gold amounting to some \$32,000,000 by the end of April, after which came the May panic, unsettling money matters and checking the gold export. After July 1 the imports of merchandise began to decline and there was a better feeling in American securities; also in the autumn months a large export movement of cotton. Rates of exchange fell off sharply in June and July, and there was a moderate importation of gold. Rates in August and September were firmer, and when they declined again and gold imports were beginning, the advance in the Bank of England rate to 5 per cent in October checked the movement. During the balance of the year the rates fluctuated, but kept slightly above the specie importing point.

RAILROAD AND MISCELLANEOUS STOCKS.

The stock market opened in January with depression which was brought over from December. On the first of the year a receiver was appointed for the New York & New England Railroad, and a break in West Shore bonds and appointment of a receiver for the North River Construction Company, together with a new break in Oregon & Trans-Continental and the Northern Pacific, caused a gloomy feeling in the market. On the 26th of the month a turn was given by the formation of a syndicate which made a loan to the Oregon & Trans-Continental on the pledge of its stocks, and thereafter a quick move against the shorts was made which caused a sharp advance in prices and a firm tone during the balance of the month and throughout most of February, when the speculative support kept up prices till near the end of that month. On the first of March the corner in Delaware Lakawanna & Western took place, which carried the price up to 133 1/4 regular and 139 1/2 for cash. This was demoralizing to the bears, and about the middle of the month another squeeze in N. Y. Central to 123 increased the feeling. Under the influence of these corners there was a chance for the large stock speculators to get off a considerable amount of stock, and with some fluctuations there was a declining tendency till the end of April.

On the 14th of May came the panic, which the CHRONICLE referred to in its financial review of that month substantially as follows:

"This was the culminating point in a period of eleven years, during which time had occurred the slow recovery from the crash of 1873, the rise and development of the most gigantic speculation in railroads that any country had ever seen, and finally the inevitable downward movement continued during nearly three years from July, 1881, and ending in May, 1884, with what came near to being a serious financial crisis. At the end of three years of unparalleled shrinkage in Stock Exchange values, the crash was at last precipitated by the turning up of a line of frauds in financial operations which had hardly been matched before—and the worst and heaviest of these frauds was perpetrated under the influence of the name (though not with the personal connivance) of that distinguished soldier and President, General U. S. Grant. The names of Fish of the Marine Bank, Grant & Ward, John C. Eno, and a few others, must be woven into the history of May, 1884.

"The details of the month's operations have been given from week to week in the CHRONICLE, and need not be repeated here. The Marine Bank and Grant & Ward suspended on Tuesday, May 5, and the following week the Metropolitan Bank suspended, followed by a number of banker and broker firms, and the height of the excitement was reached. The Clearing House banks joined together to support each other by issuing "Clearing House certificates," by which means the Metropolitan Bank was enabled to resume on Thursday, May 15, the day after its suspension. The Second National Bank was robbed of about \$3,000,000 by the stock speculators of its President, John C. Eno, but this deficiency was immediately made good by the father of the defaulter and other directors.

The greatest depression in one and in the prices of many stocks was reached about Friday, June 27, when the unmitigated bear attacks on the market led to such an overselling that there was a very quick rally the next day and a semi-panic among the bears. After the first of July and the occurrence of very few defaults by railroads, there was a wonderful recovery in

tone, and an improvement in prices, from which there was never afterwards a relapse to the panicky feeling of May and June. The upward movement in stocks was pushed in July and August, with the assistance of different pools, which of course sold out and left the market in a languishing condition by the first of September. In the last four months of the year the benefit of the large crop movement was greatly counteracted by the disagreement among the railroads and cutting of rates, and by the bad condition of the anthracite coal trade, the default of Reading, and especially by

the long-continued contest between the West Shore road and the N. Y. Central & Hudson over passenger rates. From the termination of the Presidential election excitement, late in November, till the end of the year, there never was a hearty bull movement in stocks. It had been generally accepted for some months that Mr. Vanderbilt was practically a bear on the situation, and had sold a large amount of his stocks, and on December 12th the Lackawanna pool closed out their holdings, so that there was no strong support left to the market, and prices closed at the end of the year with great depression.

QUOTATIONS OF STERLING EXCHANGE FOR EVERY DAY IN THE YEAR 1884.

[Compiled from the quotations of leading bankers.]

Day	Jan.	Feb.	March	April	May	June	July	August	Sept.	October	November	December
Mon. 60 d. Sight.	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
1....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
2....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
3....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
4....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
5....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
6....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
7....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
8....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
9....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
10....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
11....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
12....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
13....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
14....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
15....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
16....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
17....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
18....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
19....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
20....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
21....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
22....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
23....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
24....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
25....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
26....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
27....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
28....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
29....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
30....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
31....	4.87 1/2	4.89 1/2	4.87 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
High	4.89 1/2	4.90 1/2	4.88 1/2	4.89 1/2	4.90 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2	4.89 1/2	4.88 1/2
Low	4.86 1/2	4.87 1/2	4.86 1/2	4.87 1/2	4.88 1/2	4.86 1/2	4.87 1/2	4.86 1/2	4.87 1/2	4.86 1/2	4.87 1/2	4.86 1/2

COURSE OF PRICES OF RAILROAD AND MISCELLANEOUS STOCKS FOR THE YEAR 1884.

[Compiled from all sales of Stock at the New York Stock Exchange.]

STOCKS.	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
	Low-High	Low-High	Low-High	Low-High	Low-High	Low-High	Low-High	Low-High	Low-High	Low-High	Low-High	Low-High
RAILROAD.												
Albany & Susquehanna.....	132-135	135-135	133-133	133-133	128-133	128-133	128-133	131 1/2-133 1/2	129-132	129-132	129 1/2-130	129 1/2-130
Atchafalpa Top. & S. Fe.....	80 1/2-80 1/2	80 1/2-80 1/2	78 1/2-78 1/2	78 1/2-78 1/2	70 1/2-78 1/2	70 1/2-78 1/2	70 1/2-78 1/2	71 1/2-73 1/2	71 1/2-73 1/2	71 1/2-73 1/2	71 1/2-73 1/2	70 1/2-78
Bost. & N. Y. Air-L., pr.....	81 1/2-82 1/2	81 1/2-82 1/2	80 1/2-83 1/2	82 1/2-83 1/2	81-82 1/2	81-82 1/2	81-84	83-84	83-84	83-84	83-88	86-86
Buffalo Pitts. & W. pr.....	70-80	75-75	73-73	73-73	69-69	69-69	69-69	63-63	61-63	61-63	60-60	50 1/2-50 1/2
Bur. C. Rap. & North.....	53 1/2-58 1/2	53-59 1/2	53-55 1/2	53-55 1/2	45 1/2-53 1/2	45-45 1/2	39-43 1/2	41 1/2-43	43-43	43-43	43 1/2-43 1/2	43 1/2-43 1/2
Canadian Pacific.....	48 1/2-51 1/2	52 1/2-57 1/2	52-55 1/2	50 1/2-52 1/2	35-47 1/2	24 1/2-40 1/2	20 1/2-30	31 1/2-30 1/2	20 1/2-30	28 1/2-34 1/2	23 1/2-32 1/2	29-32
Cedar Falls & Minn.....	10-12	9-10 1/2	10-11	11-11	8-9	8 1/2-8 1/2	8-8 1/2	8 1/2-8 1/2	9-10	9 1/2-10	9 1/2-10	11-11
Central Iowa.....	11-13	11-13	15-16	14-16	14-16	14-16	14-16	14-16	14-16	14-16	14-16	14-16
1st pref.....	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2
Central of New Jersey.....	83 1/2-84 1/2	84 1/2-85 1/2	84 1/2-85 1/2	84 1/2-85 1/2	84 1/2-85 1/2	84 1/2-85 1/2	84 1/2-85 1/2	84 1/2-85 1/2	84 1/2-85 1/2	84 1/2-85 1/2	84 1/2-85 1/2	84 1/2-85 1/2
Central Pacific.....	63 1/2-67 1/2	63 1/2-67 1/2	63 1/2-67 1/2	63 1/2-67 1/2	63 1/2-67 1/2	63 1/2-67 1/2	63 1/2-67 1/2	63 1/2-67 1/2	63 1/2-67 1/2	63 1/2-67 1/2	63 1/2-67 1/2	63 1/2-67 1/2
Chesapeake & Ohio.....	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2	13 1/2-14 1/2
1st pref.....	21-23 1/2	23 1/2-25	24-26 1/2	24-26 1/2	24-26 1/2	24-26 1/2	24-26 1/2	24-26 1/2	24-26 1/2	24-26 1/2	24-26 1/2	24-26 1/2
2d pref.....	15-17	15-17	14 1/2-16 1/2	14 1/2-16 1/2	14 1/2-16 1/2	14 1/2-16 1/2	14 1/2-16 1/2	14 1/2-16 1/2	14 1/2-16 1/2	14 1/2-16 1/2	14 1/2-16 1/2	14 1/2-16 1/2
Chicago & Alton.....	139 1/2-140 1/2	139 1/2-140 1/2	135-137	135 1/2-137 1/2	120-139 1/2	118-129	120-133	132-133	130-133	128-132	126 1/2-130	126-133
Pref.....	150-150	152 1/2-152 1/2	147-150	147-150	141-150	142-146	145-145	145-145	145-145	145-145	145-145	145-145
Chic. Burl. & Quincy.....	118 1/2-123 1/2	122-127 1/2	122 1/2-125 1/2	122 1/2-125 1/2	108-129 1/2	107-117	108 1/2-121	118-125 1/2	110 1/2-124 1/2	112 1/2-123 1/2	110 1/2-121 1/2	113 1/2-123 1/2
Chic. Mil. & St. Paul.....	84 1/2-94 1/2	85 1/2-94 1/2	85 1/2-94 1/2	85 1/2-94 1/2	84-84	84 1/2-84	84 1/2-84	84 1/2-84	84 1/2-84	84 1/2-84	84 1/2-84	84 1/2-84
Pref.....	113 1/2-119 1/2	113 1/2-119 1/2	113 1/2-119 1/2	113 1/2-119 1/2	100-113	103 1/2-110 1/2	103 1/2-110 1/2	103 1/2-110 1/2	103 1/2-110 1/2	103 1/2-110 1/2	103 1/2-110 1/2	103 1/2-110 1/2
Chic. & Northwest.....	112 1/2-118 1/2	112 1/2-118 1/2	112 1/2-118 1/2	112 1/2-118 1/2	103 1/2-113 1/2	103 1/2-113 1/2	103 1/2-113 1/2	103 1/2-113 1/2	103 1/2-113 1/2	103 1/2-113 1/2	103 1/2-113 1/2	103 1/2-113 1/2
Pref.....	140 1/2-147 1/2	141 1/2-149 1/2	140 1/2-145 1/2	140-145	122-142	117-131 1/2	122-134	133-138	123-135	123 1/2-129 1/2	120 1/2-126 1/2	109 1/2-127 1/2
Chic. R. I. & Pacific.....	115 1/2-118 1/2	117 1/2-120 1/2	118 1/2-124 1/2	117 1/2-121 1/2	107 1/2-119 1/2	100 1/2-113 1/2	101-115	112 1/2-117 1/2	111 1/2-117 1/2	110-116 1/2	105-111 1/2	104-111 1/2
Chic. St. Louis & Pitts.....	9 1/2-13 1/2	10-11	9-11	9-11	8-10	8 1/2-9 1/2	8 1/2-9 1/2	8-10 1/2	6-6	6-6	7-8 1/2	7-8 1/2
Pref.....	20-25	28-31 1/2	25-26	25 1/2-27	20-23 1/2	20-23 1/2	18-21	20-26	18-18 1/2	17-18 1/2	10 1/2-10 1/2	17-17 1/2
Chic. St. Paul M. & O.....	27 1/2-34 1/2	29 1/2-33 1/2	29 1/2-34 1/2	29 1/2-34 1/2	21 1/2-32	21 1/2-32	22 1/2-33	31 1/2-38 1/2	29 1/2-34 1/2	21-33 1/2	20 1/2-31	23-30 1/2
Pref.....	88 1/2-94 1/2	90 1/2-96 1/2	90 1/2-94 1/2	90-90	81-94 1/2	80 1/2-91	80 1/2-91	80 1/2-91	80 1/2-91	80 1/2-91	80 1/2-91	80 1/2-91
Cin. Sandusky & Cleve.....	58-68	62-66	64-69 1/2	51 1/2-65	31-52	28-42 1/2	32 1/2-40	38-46	36-42 1/2	33-40	32-36	31 1/2-37
Cleve. Col. Cts. & Ind.....	130-139	138-138	138-140	139-141	140-140	125 1/2-135	133-137	137 1/2-138	138-140	139-140 1/2	137 1/2-140	137-138 1/2
Columbia & Greenw., pt.....	33-33	33-33	33-33	33-33	33-33	33-33	33-33	33-33	33-33	33-33	33-33	33-33
601. Chic. & Ind. Cen.....	1-1	1-1	1-1	1-1	1-1	1-1	1-1	1-1	1-1	1-1	1-1	1-1
Danbury & Norwalk.....	50-50	50-50	50-50	50-50	50-50	50-50	50-50	50-50	50-50	50-50	50-50	50-50
Del. Lack. & Western.....	114 1/2-122 1/2	120 1/2-123 1/2	123-123 1/2	116 1/2-124 1/2	90 1/2-119 1/2	90 1/2-119 1/2	103 1/2-117 1/2	107 1/2-114 1/2	102 1/2-111 1/2	101 1/2-104 1/2	100 1/2-111	86 1/2-111
Denver & Rio Grande.....	17 1/2-25 1/2	18 1/2-22 1/2	17 1/2-21	10 1/2-19 1/2	9 1/2-13 1/2	9 1/2-13 1/2	9 1/2-13 1/2	10 1/2-14 1/2	9-12 1/2	8 1/2-10 1/2	8-9 1/2	8-9 1/2
Dubucke & S. City.....	70 1/2-78	78-80 1/2	80-82	96-75	67-70	69 1/2-68	68-68	66-66	63-65	52-60 1/2	55-58 1/2	57-59
East Tenn. Va. & Ga.....	5 1/2-9 1/2	6 1/2-8 1/2	6 1/2-8	6-7 1/2	6-7 1/2	6-7 1/2	6-7 1/2	6-7 1/2	6-7 1/2	6-7 1/2	6-7 1/2	6-7 1/2
Pref.....	10 1/2-12 1/2	12-14 1/2	12 1/2-13 1/2	11-12 1/2	7-11 1/2	6-7 1/2	6-7 1/2	6-7 1/2	6-7 1/2	6-7 1/2	6-7 1/2	6-7 1/2
Elizab. Lex. & Big S.....	40-51	42-49 1/2	42-50	38-43	37-40	37-40	37-40	37-40	37-40	37-40	37-40	37-40
Evansville & T. Haute.....	5-5	5-5	5-5	5-5	5-5	5-5	5-5	5-5	5-5	5-5	5-5	5-5
Green Bay Wn. & St. P.....	103-107	104-104	102-200	105-108	102-103	188-109 1/2	185-183	103-103	101-103	185-188	185-185	180 1/2-195
Pref.....	185-185	185-185	185-185	185-185	185-185	185-185	185-185	185-185	185-185	185-185	185-185	185-185
Houston & Texas Cent.....	44-51	45-50	45-45	40-45	40-45	20-20	20-34	30 1/2-38	30-38	34 1/2-35	30-38 1/2	34-38 1/2
Illinois Central.....	132 1/2-137 1/2	130-140	123 1/2-131 1/2	125 1/2-130 1/2	115-129	110-120	112 1/2-130	112 1/2-130	122 1/2-125 1/2	112 1/2-124	112-121 1/2	115 1/2-121 1/2
Leased line, A. p. c.....	81 1/2-83 1/2	83-85	84 1/2-86	85-85	82 1/2-85	73 1/2-84 1/2	70-82 1/2	83-88	82-84 1/2	82-84 1/2	84-84	84-85
Ind. Bloom. & West.....	15-20 1/2	15 1/2-18 1/2	16 1/2-19 1/2	15-18	10-16 1/2	9-12 1/2	10 1/2-15 1/2	14 1/2-18	14 1/2-17 1/2	13 1/2-17 1/2	13-16	11-16
Joliet & Chicago.....	145-145	137-137	137-137	137-137	137-137	137-137	137-137	137-137	137-137	137-137	137-137	137-137
Keokuk & Des Moines.....	15 1/2-19 1/2	16-19 1/2	16 1/2-19 1/2	16 1/2-19 1/2	16 1/2-19 1/2	16 1/2-19 1/2	16 1/2-19 1/2	16 1/2-19 1/2	16 1/2-19 1/2	16 1/2-19 1/2	16 1/2-19 1/2	16 1/2-19 1/2
Lake Erie & Western.....	90 1/2-90 1/2	97 1/2-104 1/2	100 1/2-104 1/2	104 1/2-107 1/2	81-97 1/2	67 1/2-81	70 1/2-88 1/2	78 1/2-88 1/2	71 1/2-82 1/2	63 1/2-78	63 1/2-78	50 1/2-69 1/2
Lake Shore.....	65-69	67 1/2-72	71-78 1/2	70-77	62-72 1/2	63-70	66-69 1/2	63-70	64 1/2-69	62-63	62 1/2-65 1/2	62 1/2-64 1/2
Long Island.....	109 1/2-109 1/2	109 1/2-109 1/2	109 1/2-109 1/2	109 1/2-109 1/2	109 1/2-109 1/2	109 1/2-109 1/2	109 1/2-109 1/2	109 1/2-109 1/2	109 1/2-109 1/2	109 1/2-109 1/2	109 1/2-109 1/2	109 1/2-109 1/2
Louisiana & Mo. Riv.....	24 1/2-27 1/2	24 1/2-27 1/2	24 1/2-27 1/2	24 1/2-27 1/2	24 1/2-27 1/2	24 1/2-27 1/2	24 1/2-27 1/2	24 1/2-27 1/2	24 1/2-27 1/2	24 1/2-27 1/2	24 1/2-27 1/2	24 1/2-27 1/2
Pref.....	27 1/2-34 1/2	29 1/2-33 1/2	29 1/2-34 1/2	29 1/2-34 1/2	21 1/2-32	21 1/2-32	22 1/2-33	31 1/2-38 1/2	29 1/2-34 1/2	21-33 1/2	20 1/2-31	23-30 1/2
Louisville & Nashville.....	42 1/2-49 1/2	45 1/2-50	47 1/2-51 1/2	44 1/2-47 1/2	39 1/2-47 1/2	32 1/2-37 1/2	33 1/2-37 1/2	33 1/2-37 1/2	33 1/2-37 1/2	33 1/2-37 1/2	33 1/2-37 1/2	33 1/2-37 1/2

COURSE OF PRICES OF RAILROAD AND MISCELLANEOUS STOCKS—CONCLUDED.

STOCKS.	JANUARY		FEBRUARY		MARCH		APRIL		MAY		JUNE		JULY		AUGUST		SEPTEMBER		OCTOBER		NOVEMBER		DECEMBER	
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
Louisv. New Alb. & Chic.	23	- 35	18	- 30	17½	- 25	23½	- 25	14½	- 20	12	- 18	14	- 18½	18½	- 22	15	- 20	14½	- 15½	10	- 10	17	- 17
Manhattan Elevated.....	40	- 49	40½	- 50	44½	- 54	41	- 50	43½	- 57	48	- 50½	53	- 60	60	- 67	63½	- 68½	60	- 65	60	- 65	60	- 65
1st pref.....	82	- 84	88	- 92	80	- 89½	60	- 69½	88	- 93½	90	- 93	86	- 91	85	- 90	84	- 89	84	- 89	84	- 89	84	- 89
Common.....	42	- 45	53	- 59	53½	- 59½	48	- 51	50	- 55	50	- 57	54	- 61	65	- 65	64½	- 64½	60	- 65	60	- 65	60	- 65
Consolidated.....	15	- 19	15	- 21½	20½	- 21	19	- 24	12½	- 20	13½	- 20	12½	- 16	10	- 12	11	- 12	10	- 12	10	- 12	10	- 12
Manhattan Beach Co.....	32	- 40	32½	- 40	32	- 33	33	- 36	25	- 37	23	- 29	24	- 30	28	- 30	28	- 29½	27	- 30½	25	- 28	26	- 29½
Memphis & Charleston.....	90	- 92	90	- 90	93	- 103½	100	- 105	87	- 102	85	- 89	85½	- 91	90	- 90½	94	- 90½	95½	- 97½	93½	- 93½	90	- 93
Metropolitan Elevated.....	85	- 90½	90	- 94½	89½	- 94½	81½	- 91	64	- 82	61½	- 73½	54	- 73	60½	- 73½	60	- 69	54	- 63½	52½	- 60½	54½	- 61
Michigan Central.....	16	- 16	10	- 12	89½	- 94½	81½	- 91	64	- 82	61½	- 73½	54	- 73	60½	- 73½	60	- 69	54	- 63½	52½	- 60½	54½	- 61
Milw. Lake Sh. & W.....	33½	- 38	34	- 34	37½	- 39	38	- 44	32½	- 37	33½	- 34	33	- 33	35	- 38	31	- 31½	31	- 31½	31	- 31½	31	- 31½
Pref.....	14	- 18½	16	- 18½	15½	- 17½	13½	- 16½	11	- 15	7½	- 12½	11	- 15½	14½	- 16½	12½	- 15	11	- 14	11½	- 13	10	- 13½
Minneapolis & St. L.....	31½	- 36	34	- 39½	34	- 34	27½	- 32½	17½	- 27½	17	- 23	21	- 31½	30	- 34½	27½	- 32½	25½	- 30½	25	- 29	25½	- 30
Pref.....	16½	- 23½	20½	- 23½	19½	- 22½	13½	- 20½	11½	- 17½	9½	- 17½	11½	- 19½	17½	- 22½	16½	- 19½	15½	- 19	13½	- 17½	14½	- 18½
Missouri Kan. & Texas.....	85½	- 91½	90	- 95	88	- 97½	70	- 80½	63½	- 82½	80½	- 100	90	- 95½	90	- 95½	91½	- 93½	89½	- 93½	89½	- 93½	89½	- 93½
Missouri Pacific.....	8½	- 10½	9½	- 11	10	- 13½	11	- 13	8	- 10	6½	- 9½	9	- 10½	10	- 10½	9	- 9	9	- 9	9	- 9	9	- 9
Mobile & Ohio.....	121½	- 127	123½	- 123	124½	- 126	125	- 126	123	- 126	116	- 124	122	- 124½	122	- 124½	124	- 124½	122	- 124½	122	- 124½	115	- 124
Morris & Essex.....	46	- 56	51	- 54½	53	- 58	51	- 54	38	- 50½	30	- 45	36	- 43½	38½	- 45	33	- 39	34½	- 38	35	- 39	30	- 40½
Nashv. Chatt. & St. L.....	110½	- 115½	114	- 118½	113½	- 114½	113	- 115	103½	- 114½	94½	- 108½	97½	- 111½	102½	- 112	103½	- 104	84	- 90½	83½	- 90½	80½	- 92½
N. Y. Cent. & Hud. Riv.....	84½	- 94	84½	- 104	84½	- 94	74½	- 84	5½	- 8	5½	- 8	5	- 8½	6½	- 7½	5½	- 6½	5½	- 6½	5	- 5½	4	- 5½
N. Y. Chicago & St. L.....	104½	- 20	17½	- 20½	17½	- 19	15½	- 17½	9	- 16	9½	- 14	9½	- 11½	11	- 12½	10	- 11½	9	- 10½	8½	- 9	7½	- 8½
Pref.....	125	- 125	125	- 125	125	- 125	125	- 125	125	- 125	125	- 125	125	- 125	125	- 125	125	- 125	125	- 125	125	- 125	125	- 125
New York Elevated.....	85	- 87½	87½	- 91½	89	- 92½	90½	- 94½	84	- 92	83	- 87½	83½	- 88½	87½	- 89½	86	- 87½	86	- 87½	86	- 87½	86	- 87½
N. Y. Lack. & West.....	24½	- 28½	24½	- 27½	20½	- 26	17½	- 23½	13½	- 19½	11½	- 16	12	- 17½	15	- 19½	12	- 16½	12½	- 15½	12	- 15½	13½	- 15½
N. Y. Lake Erie & West.....	60½	- 70	68½	- 70	57½	- 71	47½	- 58½	32	- 50½	20	- 34½	25	- 31½	33	- 39	25	- 34½	20	- 29	25	- 32	27	- 35
Pref.....	126½	- 174	136	- 14½	12	- 15½	14	- 17½	9	- 14	8	- 12	10	- 13	13	- 16½	10	- 14½	10	- 11½	9½	- 10½	9	- 13½
N. Y. N. Haven & Harf.....	173	- 178	177	- 180	180	- 182	180	- 182	181	- 184	177	- 183	175	- 177½	176	- 178½	175	- 177	177	- 180	179	- 180	175	- 180
N. Y. Ontario & West.....	87½	- 101	104	- 115	95	- 116	8	- 10½	7½	- 10½	7	- 10	8½	- 13	11½	- 14½	10½	- 12½	10½	- 12	10½	- 12	11½	- 14½
N. Y. Susq. & West.....	35	- 55	5	- 6	5	- 6	4	- 5	3½	- 4½	4	- 4½	3	- 4½	3	- 4½	3	- 4½	2½	- 3	2½	- 3	1½	- 2½
Pref.....	13	- 16½	14½	- 18½	10	- 16½	14	- 16	10	- 12½	10	- 12½	10	- 10½	9½	- 12	10	- 10	10	- 10½	8½	- 10	4½	- 6½
Norfolk & Western.....	10	- 10	11	- 11	11	- 11	11	- 11	11	- 11	11	- 11	11	- 11	11	- 11	11	- 11	11	- 11	11	- 11	11	- 11
Pref.....	37½	- 41	37½	- 42	40	- 41	38	- 41	29½	- 38	23½	- 32½	22½	- 29½	26	- 30	25	- 29	22	- 25	17	- 21	17½	- 22½
Northern Pacific.....	183½	- 97	20½	- 23½	20½	- 23½	10½	- 22½	18½	- 23½	14	- 22½	15½	- 23	21	- 24½	17½	- 22½	17½	- 21½	17½	- 18½	16	- 18½
Pref.....	40½	- 57½	44½	- 49½	45½	- 49½	46	- 49½	41	- 54½	37½	- 50½	39	- 52½	45½	- 55½	41½	- 50½	41½	- 49½	40½	- 49½	39½	- 42½
Ohio Central.....	24	- 34	24	- 34	24	- 34	24	- 34	24	- 34	24	- 34	24	- 34	24	- 34	24	- 34	24	- 34	24	- 34	24	- 34
Ohio & Mississippi.....	22	- 24½	21½	- 23½	21½	- 23½	16½	- 23½	14½	- 21½	14½	- 21½	16½	- 21	20½	- 23½	17½	- 22½	15½	- 20½	16½	- 19½	17½	- 21½
Pref.....	90	- 90	90	- 90	90	- 90	90	- 90	90	- 90	90	- 90	90	- 90	90	- 90	90	- 90	90	- 90	90	- 90	90	- 90
Ohio Southern.....	7	- 8½	7½	- 8½	7½	- 8½	7½	- 8½	7½	- 8½	7½	- 8½	7½	- 8½	7½	- 8½	7½	- 8½	7½	- 8½	7½	- 8½	7½	- 8½
Oregon Short Line.....	15	- 15½	16	- 22½	20	- 24	15	- 22	15	- 15½	13	- 15	13	- 15	8½	- 14	12	- 12	11	- 11	14½	- 16	15	- 16½
Oregon & Transcont'l.....	103½	- 145	18½	- 25½	18½	- 25½	15½	- 21½	10½	- 19½	6½	- 16	7½	- 14½	13½	- 18½	11½	- 16½	11½	- 15	11½	- 14½	12	- 14½
Peoria Dec. & Evansv.....	13	- 15½	13	- 17	14½	- 17	14½	- 17	9	- 14½	7	- 12½	8½	- 15	14	- 17½	13½	- 16½	12½	- 15½	12½	- 15½	12	- 14½
Phila. & Reading.....	51½	- 59½	53½	- 60½	52½	- 60½	41½	- 55½	24½	- 44	22	- 26	23½	- 29½	20½	- 30½	24½	- 27½	21	- 27	20½	- 24½	19½	- 24½
Pitts. Ft. W. & C., guar.....	131	- 132½	132½	- 134½	128½	- 134½	128½	- 135	127	- 131	120	- 133½	120	- 130	128½	- 133	128	- 132	125½	- 130	125	- 127	110½	- 128½
Rens. & Saratoga.....	143	- 145	142	- 144½	144	- 145	145	- 146½	143½	- 145	138	- 140	138	- 141	140	- 142	140	- 142	141	- 144	141	- 144	141	- 144
Richm. & Allegheny.....	4	- 5	4	- 5	3½	- 4	3	- 3½	2½	- 3½	2½	- 3	3	- 3½	3	- 3½	3	- 3½	2½	- 3	2½	- 3	2½	- 3
Richmond & Danville.....	52½	- 56	57	- 61	57	- 58½	52	- 55	40	- 52½	37	- 40	32	- 38	39	- 45	45	- 45	35	- 37	34	- 45	43	- 45
Richmond & West Pt.....	20½	- 31	27½	- 32	28	- 29½	23½	- 28½	16	- 27	12	- 21	12	- 19½	16	- 21½	17½	- 22½	15	- 17½	15	- 18	18	- 20½
Rochester & Pittsburg.....	13½	- 15½	14½	- 16½	13½	- 14½	8½	- 14	5	- 9½	3	- 7½	13	- 4½	27½	- 4½	35	- 4½	35	- 4½	29½	- 4	29½	- 35
Rome Wat. & Ogdensb.....	16½	- 20	21	- 22	21	- 24	21	- 24	19½	- 20	20	- 20	19	- 20	19	- 20	14	- 14	17	- 17	17	- 18	18	- 18½
St. Louis Alton & T. H.....	40	- 43	44	- 47½	50	- 50	50	- 50	30½	- 35	18	- 20½	20	- 20½	30	- 31½	21	- 24	20	- 20½	20	- 20½	20½	- 22½
Pref.....	88	- 91	94	- 96	94	- 96	94	- 96	75½	- 75½	70	- 73	75	- 75	75									

COURSE OF PRICES OF GOVERNMENT SECURITIES FOR THE YEAR 1884.

[Compiled from sales made at the New York Stock Exchange.]

	Coupon Bonds.		Registered Bonds.			Coupon Bonds.		Registered Bonds.	
	4½s, 1891.	4s, 1907.	3s, option U. S.	6s, cur'y 1898.		4½s, 1891.	4s, 1907.	3s, option U. S.	6s, cur'y 1898.
January.					July.				
Opening.....	114½	x 123¾	100½	134½	Opening.....	112	x 118½	100	....
Highest.....	114½	124¼	100½	134½	Highest.....	112½	120½	100½	....
Lowest.....	114½	123¾	100½	134½	Lowest.....	112	118½	100	....
Closing.....	114½	123¾	100½	134½	Closing.....	112½	120½	100½	....
February.					August.				
Opening.....	114½	123¾	101	135¼	Opening.....	....	120½	100½	....
Highest.....	114½	123¾	101	135¼	Highest.....	....	120½	100½	....
Lowest.....	114½	123¾	101	135¼	Lowest.....	....	119½	100½	....
Closing.....	114½	123¾	101	135¼	Closing.....	....	120½	100½	....
March.					September.				
Opening.....	x 113½	123¾	101	....	Opening.....	x 111½	120½	100½	....
Highest.....	113½	124¼	101	....	Highest.....	111½	121½	101	....
Lowest.....	113½	123¾	101	....	Lowest.....	112½	120	100½	....
Closing.....	113½	124¼	101	....	Closing.....	112½	121½	101	....
April.					October.				
Opening.....	118½	x 123¾	x 101¼	....	Opening.....	112½	x 120½	101	....
Highest.....	113½	124	101¼	....	Highest.....	113½	121½	101	....
Lowest.....	113	123¼	100¾	....	Lowest.....	112½	119½	100½	....
Closing.....	113½	123¾	100¾	....	Closing.....	113½	121½	100½	....
May.					November.				
Opening.....	113½	123¼	100	....	Opening.....	113½	121½	....	....
Highest.....	113½	123¼	100¾	....	Highest.....	114½	122½	....	....
Lowest.....	110	118½	100	....	Lowest.....	113½	121½	....	....
Closing.....	113½	120½	100¾	....	Closing.....	114½	122½	....	....
June.					December.				
Opening.....	x 111½	120½	100½	....	Opening.....	x 113½	123½	101½	....
Highest.....	111½	120½	100¾	....	Highest.....	113½	123½	101½	....
Lowest.....	110½	118½	100	....	Lowest.....	112½	122½	101½	....
Closing.....	110½	119½	100	....	Closing.....	112½	122½	101½	....

COURSE OF PRICES OF RAILROAD BONDS FOR THE YEAR 1884.

[Compiled from all sales at the New York Stock Exchange.]

BONDS.	JANUARY		FEBRU'RY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER.		OCTOBER.		NOV'BER.		DEC'BER.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
Allegany Cent.—1st.....	97½	98	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alb. & Ch. Can.—1st.....	.....	.....	.....	.....	111	111	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atlantic & Pac.—1st.....	92½	93½	92	92½	91½	91½	90½	91½	91	91	67	89½	67	80	75	84½	80	81½	74	79	75	79	78	81
West. Div.—Income.....	17	22½	18½	19½	17½	23½	19	20½	12½	18½	7	12½	10	15½	14	23	15	19½	14½	18	14½	18½	10½	10
Balt. & O.—1st, P. B. R.	115½	116½	116½	116½	.....	.....	.....	.....	113	113	.....	.....	.....	115	115	116	116	.....	.....	.....	.....	.....	.....	.....
Bost. H. & Erie.—1st.....	15	15	13	14½	14	15	.....	.....	14	14½	10	10	10	12	.....	12	12	10	10	.....	.....	.....	.....	.....
Bur. C. R. & N.—1st.....	100	101½	101½	102½	102½	105	103	104	102½	104	65½	101	67	101½	100½	101½	100½	103½	101	103½	102½	103½	100½	102
Cons. 1st & C. R. 1934-5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	85½	85½	86	86	.....	.....
Iowa C. & W.—1st.....	.....	.....	112½	118½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ced. R. I. F. & N.—1st.....	88	88	.....	.....	.....	.....	101½	104½	.....	.....	.....	.....	.....	.....	.....	.....	108	108	.....	.....	.....	.....	.....	.....
1st, 1921.....	57	98	.....	.....	91	95	92½	92½	92	92	.....	.....	.....	.....	.....	.....	80	90	87½	87½	90½	90½	.....	.....
Buff. N. Y. & P.—1st.....	97	98	97	97	95½	97	95	96½	96	96½	91	94½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen. mort.....	6	.....	.....	.....	88	92	88½	88½	.....	.....	87	87½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carolina Cent.—1st.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	100½	100½	100½	100	103½	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Iowa.—1st.....	7	99	100½	98	106	107½	107	107½	107½	107½	100	106	100	100	97	101	97	100½	98	100	100	102	100	100½
Eastern Div.—1st.....	6	79	80	80	81	81½	80	81	78	79½	.....	.....	.....	.....	.....	.....	60	60	.....	.....	.....	70	70	.....
Illinois Div.—1st.....	6	.....	.....	.....	.....	.....	80	80½	67	67½	.....	.....	.....	.....	.....	.....	.....	.....	58	58	.....	.....	.....	.....
Cent. R.R. of N. J.—1st.....	7	115	117½	112½	114	113½	114½	113	115	113	114	113½	114½	114	114	111	112	111	112	112	112½	112½	113½	113
Consol., assented.....	7	111½	112½	112½	115½	115½	118	113½	115½	98	112½	101	105	101	108	107	108½	104	105½	100½	104½	105½	102	102½
Conv., assented.....	7	113	113	113½	116	117½	118½	117½	118½	100	107½	103	104	102½	107	100½	108½	103½	108½	100	107½	98	100	98½
Adjustment.....	7	104½	108	105½	109	108½	110	107½	110	100	105	103	105	104	107	100½	107	103½	105	102	105	99	100½	100½
Conv. deb.....	6	80	88	88½	91	90½	95½	95½	96	89	89	.....	.....	75	75	70	75	70	75	67½	67½	.....	.....	.....
Income.....	7	90	97	98½	98½	99	102	101	101	99	104	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leh. & W. B.—Assent.....	7	102½	104	104	107½	106½	107½	104	106½	94	105	90	97	89	95	96	98	93½	95½	95	95	91½	93½	89
Income.....	7	.....	.....	.....	.....	.....	.....	80	80	75	75	80	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ann. Dock & Imp.....	5	89	89	.....	.....	91	93	92	92½	89	90	88	89	85½	88	.....	.....	88	88	87	88	.....	.....	85
Ches. & O.—Pur. M. Id.....	6	113½	113½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	111½	112	112	112	.....	.....	113	113
Series A.....	6	110	112	109½	111	110½	112½	109½	112½	100	113	83	109	94½	112	111	111½	105	105	102	105	102½	104	103
Series B.....	6	93	98	98	102	101½	105	103	105	89	102	72½	97	81	92	87½	92	82	87½	78	83½	72	79	73½
Currency.....	6	46	50	48½	53	50½	50½	51½	53½	33	52½	26	30½	23½	30	31½	30½	30	32½	27	31½	25	27½	25
Mort., 1911.....	6	101½	102	102	102½	102½	104	101	101½	90½	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ches. O. & S. W.—5-6	6	87½	87½	80	87½	87	88½	.....	.....	85	86½	.....	.....	.....	77	78	.....	.....	.....	.....	.....	66½	70	70½
Chic. & Alton.—1st.....	7	.....	.....	118½	119	118½	118½	119	120	117½	117½	.....	.....	116	116	.....	.....	117	117	117½	118	118	118	120
Sinking fund.....	6	114½	114½	116	116	116	116½	116½	116½	.....	.....	.....	.....	.....	.....	.....	117½	118	.....	.....	118	119	119½	119½
Lou. & Mo. Riv.—1st.....	7	.....	.....	.....	.....	113	119½	119	120½	115½	115½	114½	116	114	117½	.....	.....	118	118	118½	119	118½	118½	119
2d, 1900.....	7	.....	.....	.....	.....	.....	.....	.....	.....	112	115	.....	.....	112½	115	112½	112½	116	116	115	115	.....	.....	.....
St. L. J. & Chic.—1st.....	7	117½	118	118	118	119	119	.....	.....	115	115	115½	116	116	116	.....	117½	117½	118	118	118½	119	118½	118
1st guar. (564).....	7	.....	.....	.....	.....	.....	.....	115½	116½	.....	.....	116	116	116	116	.....	.....	.....	.....	115½	115½	.....	.....	.....
2d, guar. (188).....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	118	118	.....	.....
Chicago & Atlan.—2d.....	6	.....	.....	90	90	88	90	87½	89½	88	88	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. B. & Q.—Consol.....	7	128½	129½	129½	130½	130	130½	129½	130½	128½	130	125	129½	124	125	125	126½	126	127	127½	129	128½	129	130
Debutante.....	5	91	93½	93½	96½	95	97½	97½	99½	91½	95½	88	93	60	93½	93	96½	94½	95½	95½	97½	89½	96½	96½
Iowa Div.....	5	.....	.....	.....	.....	.....	.....	.....	.....	108	108	106	106	104	104½	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Div.....	4	90½	91	91½	94½	.....	.....	94½	95	90	94½	80	90½	88	89	.....	.....	90	90½	90½	91	91	91	92½
Denver Div., 1922.....	4	90½	91	87½	90½	.....	.....	90	90	88½	90½	.....	.....	86½	88½	80½	87	88	88	88	90	90	90	90
Plain.....	4	83½	83½	83	85	83	83	.....	.....	80	89	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. & E. Ill.—1st, s. f.	6	98	108½	98	98	100	101	102	102	100½	103	96	100	99½	100	100½	104	104	104	104	105	105	103	108
Chic. Mil. & St. P.—1st.....	4	132½	133	130	131	131	131	131	132½	130	133	.....	.....	133	133	130	130	.....	129½	129	130	130	.....	.....
2d.....	4	133	133	130	130	130	131½	.....	.....	129	131	119	119	118	118	116½	116½	120	120	121	121	119	119	121½
1st, gold.....	7	123½	123½	124½	125	126	126	123	129	124½	128	127½	127½	122½	125	122	126½	126½	126½	128½	127½	127½	125	125
1st La Crosse Div.....	7	116	116½	116½	117½	118	120	119	120	116	120	118	118½	114	116	116	117	117	117	117	117	117	117	119
1st I. & M. Div.....	7	116½	117	118	118	119	119	.....	.....	.....	.....	116	121	113½	116½	116	117½	116½	117	117	117½	118	118½	119
1st I. & D. Div.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	121½	121½	116½	117	117	.....	.....	.....	.....	.....	.....	.....	.....
1st C. & M. Div.....	7	122½	122½	.....	.....	.....	.....	128½	130	130	130½	130	126	121½	122	124	124	125	126	125	1	129	129	.....
Consol.....	7	120	121½	121½	123½	123½	125½	124	125	120	.....	114½	123	112½	117	117	121	117½	120	118	119½	118½	120½	123
2d, 1884.....	7	100	102½	101	104	104	104	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st I. & D. Exten.....	7	119½	119½	.....	.....	122½	123½	123½	126	120	122½	121½	121½	114	116	116½	120½	118½	120½	.....	.....	121	121	.....

BONDS.		JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
		Low. High.	Low. High.	Low. High.	Low. High.	Low. High.	Low. High.	Low. High.	Low. High.	Low. High.	Low. High.	Low. High.	Low. High.
Chic. Mil. & St. Paul.	106½-110	107-109	109-112	113-114	...	...	...	108-108	107½-110	110-110	110½-111½	109-111	110½-110½
1st So. West Div.	92-93	93½-93½	95-97	100-100	...	...	...	...	92½-92½	...	96-96½	...	...
1st La C. & Dav.	106½-107½	109-110	110½-112	112½-113½	110-113½	105-110½	101-107	108-110	107-109	107-109	107-108½	108½-109	109-110½
1st So. Minn. Div.	...	117½-119	121-123	123-124½	...	...	116-118	115½-116½	118½-119	117½-119	117½-119½	117½-119½	119½-120½
1st H. & B. Div.	...	110½-113½	113½-114	114½-115½	...	...	114-114½	110-110	111-111	113-113	113-113	114½-114½	114½-115
Chic. & Pac. Div.	93-98½	93½-96	93½-96½	94-94	94-94	94-94	92-97½	92½-95	92-96	94-95½	93-95½	93½-96½	96-97½
Western Div.	90½-91½	90½-93	94½-97½	97½-101½	93½-99½	93-95	90½-91	94½-94½	94-95½	95½-96½	95-96½	96-96	96-96
Mineral Point	90-92½	91½-94	93½-97½	97½-101½	94½-97½	92-96	89½-92	91½-94	92½-94½	92½-94	92½-94	92½-94	94-96½
Wis. & Minn. Div.	...	...	...	...	...	...	...	...	...	...	...	...	...
Terminal	...	...	...	...	...	...	...	...	...	...	...	...	...
Chic. & N.W. S.F.	106½-106½	...	...	104½-104½	...	...	...	102½-102½	...	...	103½-104	...	...
Consol.	132-133½	132½-133	132½-134	133-134	132½-132½	127-127	130-150	131½-133	131½-133	132½-133	132-133	134-134	...
1st mort.	106½-107	103½-104	104-104½	104½-104½	104½-104½	104-104½	103½-105½	101½-102	102½-103½	103-104	103½-104	104-104½	...
Gold, coup.	124-125	125-127½	127½-128	128-129	128-129	120-123	121-124	123½-125	124-126	125½-126	125½-126	124½-125	...
Gold, reg.	123½-124	125½-126½	127-127	127½-129	128-128	125-125	123-123	...	...	126-126	125½-125½	124½-125	...
Sinking fund, coup.	110-110½	...	111½-111½	110-110	112-112½	111-112½	112-112	112-112	113-113	109-110½	108-110	110½-111	...
Registered	110-110	...	110½-110½	110-112	...	...	...	...	...	109-109	109-109	110½-110½	...
Sinking fund, coup.	103-103½	103½-104½	104½-105	102½-103½	101-103½	98-103	98-102½	101-102½	102½-103½	100½-101½	100½-101	102½-103½	...
Registered	103½-103½	...	105-105	103½-103½	...	...	101½-101½	...	...	...	...	...	...
Debeture	92½-94	93½-93½	94½-97½	97-99½	90-99½	90½-95½	91-94	94-95½	94½-95½	95½-96½	93½-95½	94½-96	...
25 yrs. debent. 1909.5	...	...	...	...	...	...	...	...	92-92½	93-94½	91-93½	93-94	...
Des M. & Min. 1st.	...	...	123-126	127-127	...	...	...	...	...	...	...	...	...
Iowa Midland-1st.	131½-131½	...	...	...	...	...	...	...	...	...	...	...	...
Chic. & Mil.-1st.	...	121½-123	123-124½	110-110	120-120½	120-125	118½-122	...	...	122-122½	121½-124	124-125	...
Winona & St. P.-1st.	103-106½	103½-107½	107-108	107½-108	107-108	107½-107½	104½-104½	105½-105½	106½-107	106½-107½	107-107½	108-108	...
2d.	...	...	12½-125	...	114½-114½	...	...	...	120-120	118-118	114-117	...	...
Mil. & Minn.-1st.	...	...	...	...	...	...	...	...	...	...	...	...	90½-100
Ottum. C. P. & St. P.	126-126½	126-127	126-127	126½-127½	126½-127½	126½-127½	123½-124						

COURSE OF PRICES OF RAILROAD BONDS—CONTINUED.

BONDS.	JANUARY		FEBRUARY		MARCH		APRIL		MAY		JUNE		JULY		AUGUST		SEPT'BER		OCTOBER		NOV'BER		DEC'BER	
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
H. & T. C. - W. & N. Div. 7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d. Main Line.....	123 1/2-124	125-135	125-135	130-136	121-131 1/2	117 1/2-117 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen. Mort.....	6	98-98	90 1/2-93	90-97	97-97	90 1/2-93 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central-	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. St. L. & N. O., T. L. 7	.....	.....	119-119	120 1/2-120 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st. con.....	7	120-120	120-122	120 1/2-122	121-122 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d. M.....	6	.....	115 1/2-115 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold.....	5	105 1/2-107	105-109	107 1/2-108 1/2	107 1/2-109 1/2	108-108 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuq. & S. City 2d. 7	.....	115-115	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cedar F. & M., 1st. 7	.....	113-113	114-110 1/2	116-121 1/2	120 1/2-120 1/2	118-118	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind. Bl. & W., 1st. pref. 7	.....	.....	118-118	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st.....	4, 5, 6	80-80 1/2	84 1/2-80	85 1/2-87	81-85 1/2	78-84 1/2	77-80	70-80	75-80	75-80	70-80	75-80	75-80	75-80	75-80	75-80	75-80	75-80	75-80	75-80	75-80	75-80	75-80	75-80
2d.....	4, 5, 6	60-70	60-70	70-72	70 1/2-72	65-69	60-69	50-50 1/2	50-50 1/2	50-50 1/2	50-50 1/2	50-50 1/2	50-50 1/2	50-50 1/2	50-50 1/2	50-50 1/2	50-50 1/2	50-50 1/2	50-50 1/2	50-50 1/2	50-50 1/2	50-50 1/2	50-50 1/2	50-50 1/2
Eastern Div.....	6	.....	80-80	80-90	80-90	80 1/2-80 1/2	85-80	80-80	78-80	78-80	78-80	78-80	78-80	78-80	78-80	78-80	78-80	78-80	78-80	78-80	78-80	78-80	78-80	78-80
Con. income.....	6	.....	33-33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind. Dec. & Sp.-1st. 7	.....	105 1/2-105 1/2	105-109 1/2	107 1/2-108 1/2	105-106	102-105	101 1/2-101 1/2	96-101 1/2	102-104 1/2	102-102	99 1/2-100	90-101	102-104 1/2	102-102	99 1/2-100	90-101	102-104 1/2	102-102	99 1/2-100	90-101	102-104 1/2	102-102	99 1/2-100	90-101
2d, 1911.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2d income.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Intern. & Gt. No.-1st. 6	.....	.....	100 1/2-110																					

COURSE OF PRICES OF RAILROAD BONDS—CONTINUED.

[illegible]

Monetary & Commercial English News

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending Jan. 3:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz. ....d.	49½	49½	49½	49½	49½	49½
Consols for money	99½	99	99	99	99½	99½
Consols for account	99½	99½	99½	99½	99½	99½
Fr'ch rentes (in Paris) fr	78-90	79-10	79-15	79-12½	79-10	79-10
U. S. 4½s of 1891	115½	115½	116½	116½	116½	116½
U. S. 4s of 1907	121½	121½	122½	122½	122½	122½
Canadian Pacific	45½	45½	45½	45½	45½	45½
Chic. Mtl. & St. Paul	73½	73½	73½	73½	73½	73½
Erie, common stock	14½	14½	14½	14½	14½	14½
Illinois Central	121½	120½	120	120½	121½	121½
Pennsylvania	52½	51½	51½	51½	51½	51½
Philadelphia & Reading	8½	9	9½	9½	9½	9½
New York Central	86½	87½	88½	88½	89½	89½

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State), 100 lb.	10 9	10 9	10 9	10 9	10 9	10 9
Wheat, No. 1, wh. "	6 10	7 1	7 2	7 2	7 2	7 2
Spring, No. 2, n. "	9 8	9 8	9 8	9 8	9 8	9 8
Winter, South, n. "	9 10	7 2	7 3	7 3	7 3	7 3
Winter, West, n. "	7 1	7 1	7 1	7 1	7 1	7 1
Cal., No. 1	6 10	6 11	6 11	6 11	6 11	6 11
Cal., No. 2	5 4	5 1½	5 1½	5 1½	5 1½	5 1½
Corn, mix., new	5 3	5 2½	5 2½	5 2½	5 1½	5 1½
Corn, mix., new	60 0	59 0	59 0	59 0	59 0	59 0
Pork, West. mess., 3 bbl.	31 6	31 6	31 6	31 6	31 6	31 6
Bacon, long clear	81 0	81 0	81 0	81 0	81 0	81 0
Beef, pr. mess., new, 2 to	36 3	36 3	36 3	36 3	36 3	36 3
Lard, prime West. 5 cwt	62 0	62 0	62 0	62 0	62 0	62 0
Cheese, Am. choice						

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have lately been organized:

- 3,274—The Second National Bank of Bucyrus, Ohio. Capital, \$50,000. G. W. Hull, President; J. C. F. Hull, Cashier.
- 3,275—The Stock Growers' National Bank of Miles City, Montana. Capital, \$100,000. William R. Stebbins, President; F. E. Hammond, Cashier.
- 3,276—The National Bank of Sturgis, Michigan. Capital, \$65,000. Nelson I. Packard, President; John J. Beck, Cashier.
- 3,277—The First National Bank of Cherryvale, Kansas. Capital, \$50,000. Chatham F. Ewing, President; Charles A. Mitchell, Cashier.
- 3,278—The Union National Bank of Chicago, Ill. Capital, \$1,000,000. W. C. D. Grannis, President; John J. P. Odell, Cashier.
- 3,279—The Galena National Bank, Galena, Ill. Capital, \$100,000. Robert H. McClellan, President. No cashier.
- 3,280—The Fowler National Bank of Lafayette, Ind. Capital, \$100,000. Moses Fowler, President; Brown Brockenbrough, Cashier.

The First National Bank of Carlinville, Illinois, has gone into voluntary liquidation, by resolution of its stockholders, dated December 16, 1884.

The First National Bank of Sturgis, Michigan, has gone into voluntary liquidation, by resolution of its stockholders, dated October 6, 1884, to take effect December 31, 1884.

The Iron National Bank of Gunnison, Colorado, has gone into voluntary liquidation by vote of its stockholders, dated December 8, 1884.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were \$4,907,279, against \$4,314,539 the preceding week and \$8,133,942 two weeks previous. The exports for the week ended Dec. 30 amounted to \$5,382,592, against \$6,421,539 last week and \$7,845,104 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Dec. 25 and for the week ending (for general merchandise) Dec. 26; also totals since the beginning of the first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1881.	1882.	1883.	1884.
Dry goods	\$1,818,112	\$2,862,957	\$1,495,900	\$1,440,528
Gen'l mer' dise	5,081,485	7,163,927	5,917,494	3,466,751
Total	\$6,929,597	\$10,026,884	\$7,413,394	\$4,907,279
Since Jan. 1.	\$11,407,545	\$13,262,760	\$12,150,817	\$11,972,462
Dry goods	327,623,512	365,517,450	339,371,217	303,519,354
Gen'l mer' dise				
Total 52 weeks.	\$439,031,057	\$497,780,210	\$460,880,034	\$415,492,016

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Dec. 30, 1884, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

For Week.	1881.	1882.	1883.	1884.
Prev. reported	\$370,654,879	\$647,755,500	\$5,432,515	\$5,382,592
Total 52 weeks.	\$377,019,979	\$347,877,286	\$356,362,724	\$327,066,211

The following table shows the exports and imports of specie at the port of New York for the week ending Dec. 27, and since January 1, 1884, and for the corresponding periods in 1883 and 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	\$.....	\$26,487,370		\$7,114,739
France		4,352,824	\$235,460	3,975,152
Germany		1,660,420	11,800	6,337,563
West Indies		3,889,577	17,346	5,340,408
Mexico		7,800	6,000	30,657
South America	5,000	879,105	16,034	372,168
All other countries...		789,542	500	30,686
Total 1884	\$5,000	\$38,666,638	\$394,140	\$23,201,378
Total 1883		705,179	165,254	14,803,007
Total 1882		32,937,454	132,228	4,463,793

Silver.				
Week.	Since Jan. 1.	Week.	Since Jan. 1.	
Great Britain	\$350,400	\$12,766,872	\$213	\$2,723
France		914,340		4,413
Germany	19,141	187,586		46,590
West Indies		69,337	7,789	1,080,702
Mexico		211,117	23,177	1,988,038
South America		76,618	7,497	280,071
All other countries...		92,517		61,520
Total 1884	\$369,541	\$14,312,282	\$38,706	\$3,463,487
Total 1883	232,345	15,157,577	63,032	6,014,417
Total 1882	616,480	11,564,925	59,226	3,322,708

Of the above imports for the week in 1884, \$16,340 were American gold coin and \$5,085 American silver coin. Of the exports during the same time, \$5,000 were American gold coin.

U. S. SUB-TREASURY.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
Dec. 27.	1,152,759 36	776,372 77	124,514,371 28	16,067,749 82
" 29.	1,116,868 27	1,137,836 69	124,563,123 91	16,061,728 77
" 30.	1,527,931 54	1,149,741 15	125,053,092 78	15,951,917 29
" 31.	910,008 03	812,820 12	125,137,965 82	15,964,282 16
Jan. 1.				
" 2.	17,010,285 78	2,378,361 31	129,866,533 07	15,977,589 38
Total	11,793,553 60	6,255,135 04		

* Includes \$1,000 gold certificates taken out of cash.

† Includes \$5,000,000 gold certificates put into cash.

Auction Sales.—The following, sold or never sold at the Stock Exchange, were sold at auction recently by Messrs. Adrian H. Muller & Son:

Shares.		Shares.	
6 Continental Ins. Co.	236	15 St. Nicholas Bank	120
2 Central Trust Co.	297	200 Cent. Am. Transit Co.	2½
2 Central Mining Co.	\$8 50 p sh.	40 Mississippi and Yazoo	
250 Buckeye Water and Hy.		Riv. Packet Co.	\$20 lot.
draulic Mining Co.	13c p sh.		
1,000 Breese Mining Co.	11c p sh.		
62½ Second Av. RR. Co.	178		
40 New York Mutual Gas			
Light Co.	119½		
300 Second Av. RR. Co.	183½-180		
25 Ninth St. Bank, ex. div.	107		
13 Nassau Nat. Bank, ex. div.	124		
30 Tradesmen's Nat. Bank	100		
19 New Jersey Zinc & Iron	70		
1 Clinton Hall Association	46½		
Fellowship in the Nat. Acad.			
emy of Design with 5 season	45		
tickets to exhibition			
40 Second Avenue Railroad	175 2 174		
Co. (ex-dividend)			

Bonds.	
\$6,000 Second Av. RR. Co. 1st	78, due 1888
\$1,000 Williamsburgh Gas L't	Co. 6s. due 1900
\$4,000 Planters' Cotton Press,	Compress and Storage Ass'n
of Vicksburg, Miss. 1st	dated 1882, due 1912, Nov.
1883 coupons on	1½ cent.
\$20,000 Second Avenue Rail-	road Co. 7 consol. due 1888, 106½
\$21,000 State of Louisiana	bonds issued to New Orleans
Mobile & Chattanooga Rail-	road Co., dated 1870

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port for the years 1884 and 1883:

[The quantity is given in packages when not otherwise specified.]

	1884.	1883.		1884.	1883.
China, &c.	41,466	41,587	Metals, &c.	128,245	181,863
China	39,466	37,318	" RR. bars	9,422	15,515
Earthew	771-2	718-275	Lead, pigs	4,437	15,439
Glass	70,952	76,182	Spelter, lbs.	4,433-375	7,123,625
Glass plate	10,511	10,383	Steel	1,866,417	2,389,932
Buttons	10,746	12,323	Tin, boxes	1,979,204	2,137,277
Coal, tons	62,841	59,351	Tin sbs., lbs.	21,774,544	25,399,789
Cocoa, bags	64,439	62,951	Paper stock	308,572	241,635
Coffee, bags	3,061,408	3,367,871	Sugar, hds.	602,901	595,616
Cotton, bales	8,616	9,996	tees, & bbls.		
Drugs, &c.	9,686	14,475	Sugar, boxes	6,011,593	4,943,353
Bark, Peru	32,255	37,831	Tea	1,001,873	1,223,736
Blea, powd.	2,401	5,088	Tobacco	90,435	108,433
Cochineal	31,451	39,907	Wines, &c.		
Gambier	4,614	8,763	Champ'ne		
Gun, Arab.	6,106	7,210	baskets	176,761	245,384
Indigo	316	316	Wines	204,749	273,528
Madagascar	65,541	72,879	Wool, bales	84,513	91,268
Oil, Olive	90	805			
Opium	9,325	9,631			
Soda, bi-cb.	22,543	30,733			
Soda, sal.	77,268	103,440			
Soda, ash	13,935	72-8			
Flax	15,113	16,241			
Furs	3,043	3,043			
Gunny cloth	12,725	18,246			
Hemp, bales	318,388	257,461			
Hides, &c.					
Bristles	2,399	3,749			
Hides, dr'sd	7,447	8,026			
India rubber	84,682	88,650			
Ivory	2,028	2,271			
Jewelry					
Jewelry	3,101	3,422			
Watches	1,618	1,584			
Lunseed	1,021,669	416,971			
Molasses	82,310	93,652			
Metals, &c.					
Cutlery	5,268	7,263			
Hardware	738	1,134			

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Bell's Gap.....	2	Jan. 10	
Cheshire preferred.....	1½	Jan. 10	
Norwich & Worcester.....	5	Jan. 10	
Pitts. Ft. W. & Chic. guar. (quar.)	13	Jan. 2	
Pitts. Ft. W. & Chic. (quar.)	13	Jan. 6	
Pittsfield & North Adams.....	2½	Jan. 1	
Portland Saco & Portsmouth.....	3	Jan. 15	
Providence & Worcester.....	3	Jan. 1	
Rock Island & Peoria.....	2½	Jan. 1	
Ware River.....	3½	Jan. 7	
Banks.			
Third National.....	3½	Jan. 2	
Insurance.			
Niagara Fire.....	5	Jan. 5	
Miscellaneous.			
American Bell Telephone (quar.)	3	Jan. 15	
Boston Land.....	25	Jan. 8	

NEW YORK FRIDAY, JAN. 2, 1885.—5 P. M.

The Money Market and Financial Situation.—The year closed with a comparatively gloomy feeling at the Stock Exchange, but it was quite evident that a strong effort to depress values was added to the natural effect produced by the unsatisfactory business outlook. When many false rumors are circulating in the air without any person willing to be responsible for them, and at the same time the loaning rates for leading stocks are high, it is pretty good evidence of a determined purpose to drive down prices.

With the opening of the new year there was a decided change in tone, and the Stock Exchange showed immediately the effect of the better feeling. There were very few defaults which had not been fully discounted beforehand in their effect on the market, and there was also a belief that as the depression in December was in a measure forced, it was done for the purpose of getting stocks down where they would be a good purchase.

With the disbursement in January of something like \$100,000,000 for interest and dividends in the several Atlantic cities, there will come a demand for stocks and bonds for investment. Among the securities which will naturally attract attention are many of the low-priced railroad mortgage bonds, which, although they may be temporarily in default, have the important quality of being cumulative, inasmuch as the accrued and overdue interest is secured by the mortgage lien equally with the principal. Thus we find that to-day such mortgage bonds as the Philadelphia & Reading generals carry 3 per cent unpaid interest and Erie 2nd consols 6 per cent, which are included in the prices of the bonds as quoted.

Rates for call loans during the week on stock and bond collaterals have ranged at 1@1½ per cent and to-day at the same figures. Prime commercial paper is quoted at 4½@5½ per cent.

The Bank of England weekly statement on Thursday showed a gain in specie of £192,822, and the percentage of reserve to liabilities was 33½, against 37 13-16 last week; the discount rate remains at 5 per cent. The Bank of France lost 13,030,000 francs in gold and 6,003,000 francs in silver.

The New York Clearing House banks, in their statement of Dec. 27, showed an increase in surplus reserve of \$258,150, the surplus being \$40,944,775, against \$40,686,625 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1884. Dec. 27.	Differences fr'm Previous Week.	1883. Dec. 29.	1882. Dec. 30.
Loans and dis.	\$295,874,200	Inc. \$1,531,806	\$327,533,700	\$311,071,200
Specie.....	88,170,500	Inc. 1,318,300	60,468,100	57,627,100
Circulation.....	11,615,630	Dec. 17,700	15,156,800	17,625,500
Net deposits.....	335,272,100	Dec. 171,000	329,793,000	291,663,000
Legal tenders.....	36,592,300	Dec. 1,102,900	26,479,100	18,664,200
Legal reserve.....	\$83,815,025	Dec. \$42,750	\$80,198,250	\$72,915,900
Reserve held.....	124,762,800	Inc. 215,400	86,947,200	76,291,300
Surplus.....	\$40,944,775	Inc. \$258,150	\$6,748,950	\$3,375,400

Exchange.—Sterling exchange has been dull all the week, there being comparatively little inquiry; rates, however, have been strong and well maintained, commercial bills being in small supply. To-day (Friday) posted rates were advanced ½c. on the pound.

To-day the rates on actual business were as follows, viz.: Bankers' 60 days' sterling, 4 80½@4 81; demand, 4 84½@4 85. Cables, 4 85½@4 85½. Commercial bills were 4 79@4 79½. Continental bills were: Francs, 5 25 and 5 21½@5 22½; reichmarks, 94½ and 94½@94½; guilders, 39½ and 40.

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying ¼ discount, selling ¼ discount @ par; Charleston, buying 3-16 premium, selling par @ 1-16 discount; Boston, 30@33 premium; New Orleans, commercial, 50@75 discount; bank, 100 premium; St. Louis, 25 premium; Chicago, par @ 25 discount.

The posted rates of leading bankers are as follows:

January 2.	Sixty Days	Demand.
Prime bankers' sterling bills on London.....	4 91½	4 85½
Prime commercial.....	4 79¾	.....
Documentary commercial.....	4 79¾	.....
Paris (francs).....	5 24¾	5 21¾
Amsterdam (guilders).....	40	40¼
Frankfort or Bremen (reichmarks).....	94½	95½

Coins.—The following are quotations in gold for various coins:

Sovereigns.....	\$4 84	\$4 87	Silver ½s and ¼s.....	99¾ @	par.
Naples.....	3 85	3 80	Five francs.....	92 @	94
X & Reichmarks.....	4 74	4 78	Mexican dollars.....	84½ @	85½
X Guilders.....	3 96	4 00	Do uncommenced.....	83½ @	—
Span'h Doubloons.....	15 60	15 75	Peruvian soles.....	77 @	80
Mex. Doubloons.....	15 55	15 65	English silver.....	4 78	4 84
Fine silver bars.....	1 03	1 0¾	U. S. trade dollars.....	87 @	88
Fine gold bars.....	par @ ¼ prem.		U. S. silver dollars.....	99¾ @	par.
Dimes & ½ dimes.....	99¾ @	par			

United States Bonds.—The dealings in government bonds have been unusually brisk the past week, many large transactions being attributed to corporations preparing to make their usual statements of January 1. Prices, in consequence, have stiffened, and part of last week's depression has been recovered.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Dec. 27.	Dec. 29.	Dec. 30.	Dec. 31.	Jan. 1.	Jan. 2.
4½s, 1891.....	reg. Q.-Mar.	*112½	*112½	113½	113½	.....	*113½
4s, 1891.....	reg. Q.-Mar.	112½	112½	113½	113½	.....	*113½
4s, 1907.....	reg. Q.-Jan.	121½	122	122½	121½	.....	121½
4s, 1907.....	coup. Q.-Jan.	122½	122½	122½	122½	.....	*121½
3s, option U. S.....	reg. Q.-Feb.	*101½	*101½	*101½	*101½	.....	*101½
6s, cur'cy, '95.....	reg. J. & J.	*125	*124	*124	*124	Holiday	*125
6s, cur'cy, '96.....	reg. J. & J.	*126	*125	*125	*126	.....	*126
6s, cur'cy, '97.....	reg. J. & J.	*127	*127	*126	*128	.....	*128
6s, cur'cy, '98.....	reg. J. & J.	*129	*129	*129	*130	.....	*130
6s, cur'cy, '99.....	reg. J. & J.	*131	*130	*131	134	.....	*131

* This is the price bid at the morning board; no sale was made.

State and Railroad Bonds.—State bonds have sold a trifle more actively, the sales embracing \$20,000 Tennessee compromise bonds at 48½; \$13,000 Virginia 6s deferred at 5-6; \$2,000 Alabama, class A, at 83½.

Railroad bonds have been moderately active, and the speculative classes irregular in tone. East Tennessee 5s and incomes have been the most active and broke severally early in the week in consequence of the inability of the company to meet the interest on the former and the resignation of Mr. Seney from the directory. Erie seconds have been less active than usual, but strong. West Shore 5s were heavily sold to-day and declined to 37½, the reason for this movement not being apparent. East Tennessee 5s close at 44, against 48 last Friday; do. incomes at 10, against 11½; West Shore 5s at 37½, against 40½; Erie 2ds at 58½, against 56½; Chesapeake & Ohio series B at 71½, against 74; Missouri Kansas & Texas general 6s at 65½, against 68½; Fort Worth & Denver 1sts at 65, against 66; Denver & Rio Grande 1sts at 80, against 81½.

Railroad and Miscellaneous Stocks.—The last week of the year was controlled by bear influences in the stock market, and the price of nearly every stock on the list was weak and declining. There were many depressing rumors afloat affecting the business and prospects of the various companies. That the natural depression arising from unfavorable circumstances was greatly increased by speculative selling was shown by the scramble to cover on the prospect of a squeeze in Lackawanna on Tuesday, which temporarily lifted the whole market.

The coal shares have been the most conspicuous, as usual, and have generally led the decline. There was still some uncertainty about the prospect for an agreement for next year, until the percentages allotted to each company (and accepted by all except the Pennsylvania Railroad Company) were decided upon at the meeting on Wednesday. Now, however, the outlook is much better, although there can be no positive guarantee that it will succeed in upholding the prices of coal.

Railroad wars are not so much discussed in financial circles of late, yet that between the New York Central & West Shore on passenger rates is still unsettled, and will probably remain so until it suits the managers' purposes to have it settled.

Railroad earnings on the later weeks of December are making a better exhibit as compared with last year.

The grangers were depressed by various reports, among which have been the dispatches regarding bad weather at the West, the low prices of wheat and corn, and the fear of granger legislation.

The depression has extended even to the highest-priced dividend-paying stocks, and many of them have sold lower.

To-day, Friday, the first business day of the new year, there was a marked improvement in tone and a pretty general advance in prices, the chief exception to this being the weakness in West Shore bonds.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING JAN. 2, AND FOR FULL YEAR 1884.

STOCKS	HIGHEST AND LOWEST PRICES.					Sales of the Week (Shares).	Range for Year 1884.		For Full Year 1883.		
	Saturday Dec. 27.	Monday, Dec. 29.	Tuesday, Dec. 30.	Wednesday, Dec. 31.	Thursday, Jan. 1.		Friday, Jan. 2.	Lowest.	Highest.	Low.	High.
RAILROADS.											
Albany & Susquehanna								126 July 3	135 Jan. 30	127 135	
Boston & N. Y. Air-Line, pref.								80 1/2 Mar. 27	90 Aug. 19	78 84 1/2	
Burlington Ced. Rapids & No.								50 June 28	80 Jan. 10	75 86	
Canadian Pacific	44 1/4	44 1/4	43 1/4	43 1/4	44 1/4	44 1/4	2,112	39 June 27	58 1/2 Jan. 18	48 1/2 65 1/2	
Central Southern	29 29 1/4	.....	.....	29 31	29 31	30 31	600	24 1/2 June 27	67 1/2 Feb. 11	47 71 1/2
Cedar Falls & Minnesota	37 1/2	38 1/2	38 1/2	38 1/2	39 1/2	40 1/2	12,950	37 1/2 Dec. 27	90 Jan. 11	68 90	
Central of New Jersey	33 1/4	33 1/4	32 1/4	32 1/4	33 1/4	34 1/4	7,530	30 June 30	67 1/2 Jan. 10	61 88	
Central Pacific	5 1/2	6 1/4	5 1/2	6 1/4	5 1/2	6 1/4	350	5 June 27	15 Jan. 2	13 23 1/2	
Chesapeake & Ohio	10 1/2	11 1/2	10 1/2	11 1/2	10 1/2	11 1/2	400	9 1/2 June 20	28 Feb. 11	23 27 1/2	
Do 1st pref.	.....	.....	.....	.....	.....	.....	6	6 Nov. 17	17 Jan. 7	14 27
Do 2d pref.	.....	.....	.....	.....	.....	.....	6	6		
Chicago & Alton	127 1/2	128 1/2	126 1/2	127 1/2	127 1/2	128 1/2	429	118 June 23	140 1/2 Feb. 6	128 137 1/2	
Chicago Burlington & Quincy	114 1/4	115 1/4	113 1/4	114 1/4	115 1/4	115 1/4	16,630	107 June 27	127 1/2 Feb. 16	115 129 1/2	
Chicago Milwaukee & St. Paul	102 1/2	103 1/2	102 1/2	103 1/2	103 1/2	104 1/2	294	95 1/2 June 27	119 1/2 Feb. 16	115 122 1/2	
Do pref.	82 1/2	83 1/2	82 1/2	83 1/2	83 1/2	84 1/2	97,125	81 1/2 June 23	124 1/2 Feb. 12	115 140 1/2	
Chicago & Northwestern	121 1/2	121 1/2	120 1/2	121 1/2	121 1/2	122 1/2	7,920	117 June 23	143 1/2 Feb. 12	134 157 1/2	
Chicago Rock Island & Pacific	105 1/4	105 1/4	104 1/4	105 1/4	105 1/4	106 1/4	105	106 1/4		127 127 1/2	
Chicago St. Louis & Pittsburgh	.....	.....	.....	.....	.....	.....	400	6 Sept. 26	13 1/2 Jan. 5	10 17 1/2
Do	15 1/2	17 1/2	15 1/2	17 1/2	15 1/2	17 1/2	2,300	16 1/2 Nov. 18	35 Jan. 11	33 57 1/2	
Chicago St. Paul Minn. & Om.	24 1/4	25 1/4	24 1/4	25 1/4	24 1/4	25 1/4	5,675	21 1/2 June 26	38 1/2 Aug. 20	30 55	
Do	82 1/2	84 1/2	82 1/2	84 1/2	82 1/2	84 1/2	100	80 1/2 June 27	109 1/2 Jan. 8	91 118 1/2	
Cleveland Col. Cinn. & Ind.	34 1/2	35 1/2	34 1/2	35 1/2	34 1/2	35 1/2	600	25 June 27	69 1/2 Mar. 14	23 30	
Cleveland & Pittsburgh	.....	.....	.....	.....	.....	.....	6	6		
Delaware Lackawanna & West	89 1/2	91 1/2	89 1/2	90 1/2	91 1/2	92 1/2	302,055	86 1/2 Dec. 31	133 1/2 Mar. 1	111 131 1/2	
Denver & Rio Grande	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	350	5 1/2 June 23	25 1/2 Jan. 3	21 51 1/2	
Dubuque & Sioux City	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	5,745	3 Dec. 29	8 1/2 Feb. 15	4 11 1/2	
East Tennessee Va. & Ga.	5	5	5	5	5	5	4,772	4 1/2 Dec. 31	14 1/2 Feb. 15	11 23	
Do	.....	.....	.....	.....	.....	.....	100	30 Oct. 25	51 Jan. 7	45 76
Evansville & Terre Haute	.....	.....	.....	.....	.....	.....	140	185 Dec. 3	206 1/2 Jan. 18	190 200
Green Bay Winona & St. Paul	.....	.....	.....	.....	.....	.....	100	20 June 26	51 Jan. 4	50 82 1/2
Harlem	30 35	30 35	32 1/2	32 1/2	30 35	30 35	100	20 June 26	51 Jan. 4	50 82 1/2	
Houston & Texas Central	116 1/2	117 1/2	115 1/2	117 1/2	117 1/2	118 1/2	1,576	110 June 23	140 Feb. 13	124 143	
Illinois Central	111 1/2	112 1/2	111 1/2	112 1/2	111 1/2	112 1/2	1,270	70 July 8	86 Mar. 6	67 175 1/2	
Do leased line 4 p.c.	.....	.....	.....	.....	.....	.....	300	6 1/2 June 27	19 1/2 Jan. 7	13 33 1/2
Indiana Bloomington & West'n	.....	.....	.....	.....	.....	.....	107,892	53 Dec. 27	104 1/2 Mar. 4	92 114 1/2
Lake Erie & Western	59 1/2	60 1/2	59 1/2	60 1/2	60 1/2	61 1/2	515	62 May 24	78 1/2 Mar. 15	58 86 1/2	
Lake Shore	24 1/2	25 1/2	24 1/2	25 1/2	24 1/2	25 1/2	4,430	22 1/2 June 24	51 1/2 Mar. 4	18 44 1/2	
Long Island	.....	.....	.....	.....	.....	.....	.....	10 Nov. 11	35 Jan. 4	30 68
Louisville & Nashville	.....	.....	.....	.....	.....	.....	82	Jan. 22	67 Aug. 26	38 53 1/2
Louisville New Albany & Chic.	.....	.....	.....	.....	.....	.....	82	Jan. 21	93 1/2 Apr. 7	80 90
Manhattan Elevated	.....	.....	.....	.....	.....	.....	42	Jan. 23	65 Aug. 21	38 53
Do 1st pref.	.....	.....	.....	.....	.....	.....	66 1/2	Dec. 27	79 Sept. 22	.....
Do common.	64 1/2	66	65 1/2	66	66 1/2	67 1/2	5,654	64 Dec. 27	79 Sept. 22	.....
Manhattan Beach Co.	26	27	28	29	.....	.....	100	10 Aug. 20	24 Mar. 18	12 30 1/2
Memphis & Charleston	88	89	88	89	88	89	1,100	23 June 27	40 Jan. 11	32 55 1/2	
Metropolitan Elevated	55	55	54 1/2	55	55	55	1,863	51 June 30	105 Apr. 15	47 96 1/2	
Michigan Central	.....	.....	.....	.....	.....	.....	.....	10 Feb. 11	16 Jan. 7	10 18
Milwaukee L. Shore & West'n	.....	.....	.....	.....	.....	.....	31	Oct. 22	44 Apr. 10	35 43 1/2
Do	.....	.....	.....	.....	.....	.....	205	7 1/2 June 23	18 1/2 Jan. 13	13 69 1/2
Minneapolis & St. Louis	21 1/2	22 1/2	21 1/2	22 1/2	21 1/2	22 1/2	10	28 Feb. 11	30 Feb. 11	13 69 1/2	
Do	.....	.....	.....	.....	.....	.....	15 1/2	16 1/2	.....	.....
Missouri Kansas & Texas	14 1/2	15 1/2	14 1/2	15 1/2	14 1/2	15 1/2	5,265	9 1/2 June 27	23 1/2 Jan. 5	19 34 1/2	
Missouri Pacific	89 1/2	90 1/2	89 1/2	90 1/2	89 1/2	90 1/2	10,020	63 1/2 May 20	100 June 21	86 106 1/2	
Mobile & Ohio	87 1/2	88 1/2	87 1/2	88 1/2	87 1/2	88 1/2	114 1/2	115 1/2	.....	.....
Morris & Essex	.....	.....	.....	.....	.....	.....	967	16 June 20	13 Mar. 24	10 64 1/2
Nashville Chattanooga & St. Louis	33 1/2	34 1/2	33 1/2	34 1/2	33 1/2	34 1/2	107	33 June 23	58 Mar. 14	12 128 1/2	
New York Central & Hudson	83 1/2	85 1/2	84 1/2	86 1/2	85 1/2	87 1/2	80,990	83 1/2 Nov. 7	122 Mar. 14	111 129 1/2	
New York Chic. & St. Louis	4 1/4	5 1/4	4 1/4	5 1/4	4 1/4	5 1/4	400	4 Dec. 16	10 Feb. 15	13 15 1/2	
Do	85 1/2	86 1/2	85 1/2	86 1/2	85 1/2	86 1/2	445	83 June 26	94 1/2 Apr. 12	83 89 1/2	
New York Lake Erie & West.	13 1/2	13 1/2	13 1/2	14 1/2	14 1/2	14 1/2	7,630	11 1/2 June 27	28 1/2 Jan. 5	28 40 1/2	
Do	.....	.....	.....	.....	.....	.....	.....	20 June 27	71 Mar. 3	72 83
New York & New England	11 1/2	11 1/2	12 1/2	13 1/2	13 1/2	13 1/2	3,375	8 June 24	17 Apr. 4	17 24 1/2	
New York New Haven & Hart.	175	175 1/2	175 1/2	175 1/2	175 1/2	175 1/2	15	175 July 7	184 May 1	169 183	
New York Ontario & Western	11 1/2	12 1/2	11 1/2	12 1/2	11 1/2	12 1/2	1,020	7 Dec. 27	16 1/2 Jan. 7	15 29 1/2	
New York Susq. & Western	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	200	1 1/4 Dec. 27	6 Feb. 28	4 8 1/2	
Do	.....	.....	.....	.....	.....	.....	100	13 Nov. 29	18 1/2 Feb. 16	12 21 1/2
Norfolk & Western	20 1/2	21 1/2	20 1/2	21 1/2	20 1/2	21 1/2	100	17 Nov. 25	43 Feb. 15	32 49 1/2	
Northern Pacific	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	100	14 June 27	27 Jan. 7	23 53 1/2	
Do	39 1/2	40 1/2	39 1/2	40 1/2	39 1/2	40 1/2	32,925	37 1/2 June 27	57 Jan. 7	49 96 1/2	
Ohio Central	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	4,620	1 1/4 Dec. 19	4 1/2 Sept. 2	10 15 1/2	
Ohio & Mississippi	.....	.....	.....	.....	.....	.....	18	18 May 14	25 1/2 Mar. 17	21 36 1/2
Ohio Southern	9 1/2	9 1/2	10 1/2	10 1/2	9 1/2	10 1/2	100	5 June 12	11 1/2 Oct. 7	7 14 1/2	
Oregon Short Line	13 1/2	13 1/2	13 1/2	14 1/2	13 1/2	14 1/2	15,569	8 1/2 June 26	24 Mar. 22	19 35	
Oregon & Trans-Continental	12 1/2	12 1/2	11 1/2	12 1/2	12 1/2	12 1/2	710	7 June 20	17 1/2 Aug. 20	12 28	
Peoria Decatur & Evansville	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	5,600	16 1/2 Dec. 26	60 Feb. 23	46 61 1/2	
Philadelphia & Reading	.....	.....	.....	.....	.....	.....	50	119 1/2 Dec. 13	135 Jan. 14	129 138 1/2
Pittsburgh Ft. Wayne & Chic.	2	May 24	5 Jan. 11
Rich. & Alleg. St. Clair & Cts.	.....	.....	.....	.....	.....	.....	300	32 July 3	61 Feb. 14	47 72
Richmond & Danville	.....	.....	.....	.....	.....	.....	19	19 Dec. 26	32 Feb. 15	21 39
Richmond & Wt. P. Terminals	.....	.....	.....	.....	.....	.....	3	3 1/2	.....	.....
Rochester & Pittsburgh	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	1,910	1 1/2 July 14	10 Feb. 4	14 23	
Rome Watertown & Ogdensb.	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	6	18 Oct. 1	21 Feb. 11	15 34 1/2	
St. Louis Alton & Terre Haute	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	5	18 June 27	50 Mar. 17	35 85	
Do	.....	.....	.....	.....	.....	.....	70	70 July 3	96 Feb. 5	80 103
St. Louis & San Francisco	18 1/2	21 1/2	18 1/2	21 1/2	18 1/2	21 1/2	200	11 1/2 June 26	29 Aug. 22	20 36 1/2	
Do	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	300	24 June 30	50 Mar. 18	40 96 1/2	
Do 1st pref.	83 1/2	84 1/2	83 1/2	84 1/2	83 1/2	84 1/2	100	70 May 15	96 1/2 Feb. 11	87 100 1/2	
St. Paul & Duluth	.....	.....	.....	.....	.....	.....	200	15 June 30	32 1/2 Jan. 9	33 40 1/2
Do	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	21	75 July 11	90 Jan. 26	90 97 1/2	
St. Paul Minneapolis & Manitoba	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	8,580	78 1/2 Oct. 20	99 Jan. 7	94 188 1/2	
Texas & Pacific	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	6,150	43 June 27	22 1/2 Feb. 11	10 13 1/2	
Union Pacific	45 1/4	46 1/4	44 1/4	46 1/4	45 1/4	46 1/4	44,074	28 June 30	84 1/2 Feb. 16	70 104 1/2	
Wabash St. Louis & Pacific	4 1/4	5 1/4	4 1/4	5 1/4	4 1/4	5 1/4	800	4 June 27			

RAILROAD EARNINGS.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending December 27:

Roads.	Latest Earnings Reported.		Jan. 1 to Latest Date.	
	Week or Mo.	1884.	1883.	1884.
Ala. Gt. Southern	November.	122,944	108,838	1,007,761
A. T. & S. F.	October.	1,742,060	1,549,834	13,594,879
Atlantic & Pac.	October.	150,000	.....	13,000,427
Bost. H. T. & W.	3d wk Dec.	7,288	5,827	434,935
Bur. C. & N. O.	3d wk Dec.	64,650	58,492	2,715,788
Canadian Pacific	3d wk Dec.	103,000	55,000	7,558,016
Central Iowa	2d wk Dec.	30,984	67,000	1,366,382
Central Pacific	November.	1,797,000	2,104,639	2,127,093
Chesap. & Ohio	3 wks Dec.	213,346	217,826	2,465,286
Eliz. L. & B. S.	3 wks Dec.	43,990	36,897	738,152
Ches. O. & S. W.	3 wks Dec.	102,503	89,361	1,340,401
Chicago & Alton	3 wks Dec.	179,411	184,861	8,550,456
Chic. Burl. & O.	3 wks Dec.	2,688,597	2,442,480	8,642,433
Chic. & East. Ill.	3 wks Dec.	33,379	31,725	2,189,422
Chic. Mil. & St. P.	3d wk Dec.	503,000	517,250	1,623,395
Chic. & Northw.	3d wk Dec.	421,300	396,100	23,002,595
Ch. St. P. Min. & O.	3d wk Dec.	94,600	99,800	2,557,221
Chic. & W. Mich.	3d wk Dec.	20,151	23,407	1,429,982
Ch. Ind. St. L. & C.	3d wk Dec.	15,003	40,110	1,488,755
Cin. N. O. & T. P.	November.	2,500,000	2,362,710	2,425,755
Cin. Wash. & Balt.	3d wk Dec.	34,836	36,910	2,361,508
Clev. Akron & Col.	3d wk Dec.	7,805	1,727,989	1,887,188
Cy. Col. C. & Ind.	October.	350,596	388,024	613,982
Connoton Val.	September.	29,174	32,782	3,137,945
Danbury & R. G.	October.	21,973	21,109	180,555
Denver & Rio Gr.	3d wk Dec.	93,656	123,117	5,803,904
Dens. M. & F. D.	3d wk Dec.	23,077	7,681	6,701,375
Det. Lans. & G. W.	3d wk Dec.	15,443	6,991	348,188
Det. & St. Louis	2d wk Dec.	19,957	29,487	334,257
E. Tenn. Va. & Ga.	October.	323,097	339,178	1,553,543
Evansv. & T. H.	November.	380,180	409,665	1,050,033
Flint. & P. Marq.	3d wk Dec.	13,163	15,015	3,079,967
Flint. R. W. & N.	2d wk Dec.	34,924	44,225	7,709,330
Fl. Worth & S. An.	November.	36,278	26,806	1,746,033
Gal. Har. & S. Den.	October.	335,241	43,351	935,357
Grand Trunk	Wk Dec. 20	312,036	358,106	2,998,119
Gr. Bay W. & St. P.	3d wk Dec.	5,620	7,018	1,737,191
Gulf Coast & S. A.	November.	158,952	236,925	400,023
Hous. E. & W. Tex.	3d wk Dec.	23,830	37,428	1,266,337
Ill. Cent. (Ill.)	3d wk Dec.	23,200	24,660	1,047,189
Do (Iowa)	3d wk Dec.	42,615	42,615	1,991,522
Ind. Bloom. & W.	3d wk Dec.	49,129	49,867	2,935,502
K. C. Ft. S. & Gulf	3d wk Dec.	42,885	47,590	2,871,865
Kan. C. Sp. & M.	2d wk Dec.	32,297	1,144,790	1,987,865
Kentucky Cent. R.	3 wks Dec.	45,902	47,735	895,577
L. & E. & Ft. Smith	October.	146,000	148,374	825,155
L. R. M. Riv. & T.	October.	76,828	63,022	432,001
Long Island	4th wk Dec.	40,877	49,518	270,092
La. & Mo. River	September.	70,004	35,383	2,765,498
La. & N. O.	3d wk Dec.	283,370	307,800	2,704,000
Mar. Hous. & O.	3d wk Dec.	3,775	3,642	494,436
Memph. & Char.	October.	126,245	139,183	1,114,543
Mexican Cent.	3d wk Dec.	75,500	.....	884,764
Mex. Nat., No. Dd.	2d wk Dec.	12,897	.....	994,468
Southern Div.	2d wk Dec.	3,164	.....	530,751
Other lines & c.	2d wk Dec.	9,340	.....	732,761
Milwaukee & E.	3d wk Dec.	20,880	17,470	243,719
Min. & St. Louis	October.	171,748	151,576	459,188
Min. & Ohio	November.	255,000	280,032	1,040,950
Nash. Ch. & St. L.	November.	196,001	205,680	1,377,413
N. O. & Northeast	November.	91,124	91,124	1,118,895
N. Y. & New Eng.	November.	254,400	33,362	1,119,987
N. Y. Erie & W. G.	October.	1,111,159	1,083,463	3,411,835
N. Y. P. & O.	October.	524,408	628,939	1,252,801
N. Y. Susq. & West.	November.	97,275	86,753	5,734,192
N. Y. Ont. & W.	October.	170,390	170,340	923,832
Norfolk & West.	3 wks Dec.	194,213	187,298	2,767,221
Shenandoah V.	3 wks Dec.	40,635	53,713	845,115
Northern Cent. R.	November.	474,505	536,094	5,678,979
Northern Pacific	2d wk Dec.	198,781	191,141	.....
Ohio Central	3d wk Dec.	16,713	14,928	1,053,326
Ohio & Miss.	3d wk Dec.	317,220	364,034	4,163,238
Ohio Southern	November.	48,333	32,656	325,893
Oregon & Cal.	October.	90,760	114,174	.....
Oregon Imp. Co.	October.	33,448	43,914	3,413,282
Pennsylvania	3d wk Dec.	2,950,937	4,793,479	44,797,383
Peru & E. & W.	3d wk Dec.	13,344	13,378	741,664
Phila. & Erie	November.	326,289	371,570	701,921
Phila. & Read'g	October.	2,904,541	3,531,438	3,851,537
Do C. & R. D.	October.	1,729,623	1,873,502	24,347,640
Richm. & Dan.	November.	371,276	363,704	1,412,415
Ch. Col. & Aug.	November.	85,773	82,021	3,510,512
Columbia & Gr.	November.	93,448	70,158	750,937
Georgia Pac.	November.	72,400	51,191	672,327
Va. Midland	November.	122,715	147,040	1,474,485
West. No. Car.	November.	40,213	36,132	1,567,740
Roch. & Pittsb'g	3d wk Dec.	20,317	20,116	348,253
Rome Wat. & O.	October.	175,621	167,752	1,433,613
St. Johnsb. & O.	October.	25,752	27,666	1,380,400
St. L. Alton & T. H.	3d wk Dec.	18,778	33,260	235,597
Do (brehs).	3d wk Dec.	14,593	17,413	1,455,755
St. L. & St. W.	3d wk Dec.	7,312	7,143	808,769
St. L. & San Fran.	3d wk Dec.	81,600	96,800	273,375
St. Paul & Dul'th	3d wk Dec.	27,754	19,647	3,772,392
St. P. Min. & Man.	November.	878,255	845,514	7,239,056
South Carolina	November.	133,831	124,820	7,693,120
So. Pac. Cal. & N.	November.	150,011	127,374	1,198,100
Do So. Div. I.	September.	334,052	338,737	960,315
Do Arizona	September.	148,601	264,428	1,141,281
Do N. Mex. I.	September.	63,392	70,504	1,887,647
Texas & N. O. R.	October.	81,015	132,247	510,177
Louisiana W. R.	October.	49,940	78,353	602,480
Tex. & St. Louis	2d wk Dec.	35,615	26,742	902,712
U. A. A. & N. M.	October.	22,512	20,343	491,757
Union Pacific	October.	2,661,746	2,918,058	21,032,309
Utah Cent. R.	November.	54,005	107,267	1,815,528
Vicksb'g & Mer.	November.	54,005	107,267	1,815,528
Vicksb'g S. & Pac.	November.	55,133	21,445	1,081,266
W. St. L. & P.	1st wk Dec.	371,000	370,814	460,697
West Jersey	October.	92,600	88,232	1,193,431
Wisconsin Cent.	2d wk Dec.	28,564	26,286	1,071,562

* Not including Utah lines after July 1.
 † Corpus Christi to Saltillo, 397 miles; up to May embraced only 236 miles, Laredo to Saltillo.
 ‡ Only 133 miles now, but prior to May represented 297 miles.
 § Not including earnings of New York Penn. & Ohio road.
 ¶ Not including Central New Jersey in either year prior to June 1.
 † Included in Central Pacific earnings above.
 ‡ Embracing lines in Missouri, Arkansas and Texas.

Banks.	Average Amount of—				
	Loans and Discounts.	Specie.	Legal Tenders.	Net Deposits other than U. S.	Circulation.
New York	\$11,336,000	\$1,816,000	\$1,086,000	\$11,294,000	\$450,000
Manhattan Co.	7,620,000	2,708,000	570,000	8,615,000	.....
Merchants'	7,150,000	1,678,300	1,316,000	7,915,000	343,400
Mechanics' & Tr.	7,829,000	2,599,000	1,492,000	7,411,000	.....
Union	4,332,700	935,900	243,300	3,769,100	.....
America	11,111,200	384,500	1,681,000	13,225,600	1,100
Phenix	2,653,000	1,056,800	548,000	2,275,000	259,000
City	8,181,000	1,933,600	1,000,000	10,114,600	34,500
Trust	2,268,000	384,700	129,300	2,019,000	.....
Fulton	1,056,800	1,089,800	160,800	1,623,600	.....
Chemical	2,731,900	2,198,700	1,004,100	18,777,500	.....
Merchants' Exch.	4,777,500	650,400	647,700	2,706,500	292,500
Callahan Nat'l.	1,056,000	330,000	248,500	579,000	.....
Butcher's & Drov.	701,000	72,300	1,873,500	2,587,800	25,700
Mechanics' & Tr.	778,400	101,100	123,000	808,000	.....
Greenwich	2,789,300	531,300	245,800	942,800	2,600
Seventh Ward	989,700	261,400	155,100	1,219,700	523,600
State of N. Y.	12,711,000	1,053,900	494,100	3,963,400	29,300
American Exch'g.	12,711,000	1,053,900	494,100	3,963,400	29,300
Commerce	17,261,300	6,145,000	1,381,500	12,553,000	.....
Broadway	6,007,200	1,233,900	470,200	16,626,100	831,200
Mercantile	2,031,000	1,106,200	643,700	8,539,100	876,100
Pacific	6,286,200	356,800	267,000	2,692,500	.....
Republic	3,310,600	525,800	605,400	4,835,500	423,000
Peoples'	4,490,900	214,900	146,600	1,781,600	45,000
North America	8,430,400	119,600	492,800	3,155,000	.....
Hanover	2,527,400	518,200	556,400	9,708,900	360,000
Citizens'	2,399,300	753,200	329,400	3,939,800	332,700
Nassau	1,002,000	268,800	372,200	2,541,800	299,900
Market	2,636,300	440,500	493,000	2,485,500	447,000
St. Nicholas	2,733,000	301,000	463,600	1,888,100	.....
Corn Exchange	4,859,400	302,000	373,000	3,774,800	447,000
Continental	2,029,900	1,531,000	719,300	5,555,700	63,800
Importers & Trad.	17,344,400	6,024,600	1,963,500	1,946,000	.....
Park	16,694,700	5,902,800	1,875,400	23,566,100	1,328,400
North River	1,139,000	122,000	234,000	1,567,000	45,000
East River	1,017,500	146,300	218,000	943,000	221,900
Fourth National	13,050,500	5,897,500	1,730,000	16,684,400	380,000
Irving	6,930,000	1,081,000	1,790,000	2,468,700	297,600
Second National	2,023,900	437,000	248,000	2,341,000	.....
Ninth National	1,599,400	628,400	546,400	5,464,400	45,000
First National	16,405,600	3,624,400	756,600	16,880,100	449,900
Third National	4,751,100	1,292,700	1,770,000	2,078,500	180,000
N. Y. Nat. Exch.	1,331,700	174,700	231,200	1,152,600	175,700
Bowery	1,821,100	319,300	234,000	2,078,500	225,000
N. Y. County	2,684,500	486,100	446,400	2,288,900	.....
German-American	2,967,300	661,700	482,900	2,520,600	45,000
Fifth Avenue	2,344,400	810,000	140,200	2,652,600	.....
German Exch'g.	1,576,800	263,000	498,000	1,198,000	.....
Germania	3,144,900	847,200	188,900	2,238,200	.....
United States	1,322,100	627,000	181,900	1,908,100	150,000
Lincoln	1,098,800	161,000	148,400	904,800	44,000
Garfield	1,098,800	161,000	148,400	904,800	178,000
Fifth National	2,603,400	339,400	690,000	3,491,800	132,200
Bk of the Metrop.	2,603,400	339,400	690,000	3,491,800	132,200
Total	295,874,200	89,170,500	36,592,300	335,272,100	11,618,600

The following are totals for several weeks past:

1884.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	App. Clear'g.
Sept. 6	\$ 289,347,300	\$ 75,706,000	29,963,800	304,563,600	14,275,100	463,912,628
" 13	289,347,300	74,100,100	30,094,100	303,556,500	14,185,300	422,613,919
" 20	291,257,400	74,534,800	30,043,500	305,734,400	14,185,300	422,613,919
" 27	291,125,000	73,826,500	30,395,800	303,146,300	14,137,400	422,698,873
" 4	290,505,200	75,000,000	30,787,900	308,308,300	13,682,500	454,997,661
" 11	229,643,000	77,892,200	31,000,000	314,068,000	12,893,800	496,582,476
" 18	291,708,400	77,344,800	33,046,000	314,901,600	12,761,800	511,575,214
" 25	291,683,400	78,394,800	32,723,200	315,901,600	12,920,000	505,195,931
" 1	291,724,100	77,130,100	32,838,700	315,989,400	12,920,000	455,632,668
" 8	291,550,400	83,470,000	33,288,300	317,084,100	12,800,200	527,610,695
" 15	288,539,700	84,370,000	36,159,100	325,356,300	12,241,500	527,610,695
" 22	295,514,800	85,273,200	37,347,000	325,87,400	11,711,600	551,711,509
" 29	288,044,000	86,494,600	38,270,400	326,525,500	11,643,400	595,294,007
" 6	291,225,000	86,042,600	38,948,400	330,354,000	11,587,200	586,370,418
" 13	294,343,600	86,852,200	37,695,200	335,443,100	11,800,000	595,894,372
" 20	295,874,200	88,170,500	36,592,300	335,272,100	11,610,600	608,381,647

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share.
 The following abbreviations are often used, viz: "M." for mortgage; "g." for gold; "g.d." for guaranteed; "e.d." for endorsed; "cons." for consolidated; "conv." for convertible; "s.f." for sinking fund; "l.g." for land grant.
 Quotations in New York are to Thursday, from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.				CITY SECURITIES.				CITY SECURITIES.			
		Bid.	Ask.			Bid.	Ask.			Bid.	Ask.
UNITED STATES BONDS.											
4½s, 1891.....	reg. Q-M	113	113½	Allegheny, Pa.—5s, op. '83-97.....	Var.	100	106	Louisville, Ky.—7s, long dates.....	Var.	110	113
4½s, 1891.....	coup. Q-M	113½	113½	4½s, coup., 1883-1901.....	Var.	100	105	7s, short dates.....	Var.	103	104
4s, 1907.....	reg. Q-J	121½	122½	Allegheny Co., 5s, cp., 1912 J&J	100	101	6s, long.....	Var.	101	105	
4s, 1907.....	coup. Q-J	122½	123	4s, riot loan, 5-10s.....	99	100	6s, short.....	Var.	100	100	
5s, option U. S.....	reg. Q-F	101½	102	4s, do 10-20s.....	100	101	5s, 1890-1900.....	M&N	100	100	
6s, Currency, 1895.....	reg. J&J	124	124½	5s, do 5-10s.....	100	101	Lewell, Mass.—6s, 1890, W. L. M&N	112	112½		
6s, Currency, 1896.....	reg. J&J	126	126½	5s, do 10-20s.....	102	103	Lynchburg, Va.—6s.....	J & J	106	106	
6s, Currency, 1897.....	reg. J&J	128	128½	5s, do 10-20s.....	102	103	8s.....	J & J	125	125	
6s, Currency, 1898.....	reg. J&J	130	130½	Atlanta, Ga.—7s.....	106	108	Lynn, Mass.—6s, 1887.....	F&A	103	104	
6s, Currency, 1899.....	reg. J&J	131	131½	Do. 8s.....	107	110	Water loan, 6s, 1894-96.....	J&J	117	119	
				Waterworks.....	106		5s, 1905.....	M&N	111	113	
STATE SECURITIES.											
Alabama—Class "A," 3 to 5, 1906.....	83½	86		Augusta, Me.—6s, 1887, mun. F&A	103½	104	Macon, Ga.—7s.....		105		
Class "B," 5s, 1906.....	101			Augusta, Ga.—7s.....	103		Manchester, N.H.—5s, 1885.....	J&J	100	100½	
Class "C," 4s, 1906.....	82			Austin, Texas—10s.....	115	120	6s, 1894.....	J&J	115	117	
6s, 10-20, 1900.....	J & J	105		Baltimore.....			1902.....	J&J	122	124	
Arkansas—6s, funded, 1899.....	J & J	101	101½	6s, Pitts & Connellsv. RR., '86 J&J	104		4s, 1911.....	J&J	102½	103½	
7s, L. R. & Ft. S. issue, 1900.....	A & O	10	10	6s, consol., 1890.....	Q-J	109	Memphis, Tenn.....		70	75	
7s, Memphis & L. R., 1899.....	A & O	10	10	6s, Balt. & O. loan, 1890.....	Q-J	109	Taxing Dist. of Shelby Co., Tenn.....		70	75	
7s, L. R. P. B. & N. O., 1900.....	A & O	10	10	6s, Park, 1890.....	Q-M	112	Milwaukee, Wis.—5s, 1891.....	J & D	97	97	
7s, Miss. O. & R. Riv., 1900.....	A & O	10	10	6s, bounty, 1893.....	M & S	114	7s, 1896-1901.....	Var.	104	104	
7s, Ark. Central RR., 1900.....	A & O	3		6s, do exempt, 1893.....	M & S	114	7s, water, 1902.....	J&J	113	113	
7s, Levee of 1871, 1900.....	J & J	7		6s, water, 1894.....	J&J	113	Mobile, Ala.—3-4-5s, funded.....	M&N	42½	50	
California—6s, civil bonds, '93-95.....	J & J			6s, 1900.....	J&J	112	Montgomery, Ala.—New 3s.....	J & J	70	70	
Connecticut—6s, 1885.....	M	101		6s, West Md. RR., 1902.....	J&J	126	5s, new.....		102	104	
5s, 1897.....	M & N	101		6s, Valley RR., 1886.....	A & O	102	Nashville, Tenn.—6s, short.....		105	110	
New, reg. 3½s, 1904.....	J&J	100	105	5s, 1916.....	M&N	124½	6s, long.....		112	115	
Delaware—6s.....	J&J	114½	115½	4s, 1920.....	J&J	111	Newark—6s, long.....	Var.	112	115	
Dist. Col.—Cons. 3-6½s, 1924, cp. F&A	114½	115½		Bangor, Me.—6s, RR., 1890-94.....	J&J	111	7s, water, long.....	Var.	115	118	
Consol. 3-6½s, 1924, reg.....	114½	115½		6s, water, 1905.....	J&J	119	7s, water, long.....	Var.	120	122	
Funding 5s, 1899.....	J&J	113	113½	6s, P. & N. Railroad, 1894.....	J&J	112	New Bedford, Mass.—6s, 1900.....	A&O	120	120	
Perm. imp. 6s, guar., 1891.....	J&J	115½	116	6s, P. & Piscataquis RR., 1900.....	A&O	113	5s, 1900, Water Loan.....	A&O	114	116	
Perm. imp. 7s, 1891.....	J&J	115½	116	6s, B. & C., railroad aid.....	Var.	102½	N. Brunswick, N. J.—7s, various.....		90	95	
Wash. Fund. loan (Cong.) 6s, g. 1921.....	J&J	115½	116	5s, 1897, municipal.....	102		6s.....		92	92	
Fund. loan (Leg.) 6s, g. 1902 Var.	119½			Belfast, Me.—6s, railroad aid, '98.....	105½	106	New Orleans, La.—Premium bonds.....	87½	87½		
Market stock, 7s, 1892.....	121			Boston, Mass.—6s, cur. long, 1905.....	Var.	127	Consolidated 6s, 1892.....	Var.	100	103	
Water stock, 7s, 1901.....	128			6s, currency, 1894.....	Var.	116½	Newport—Water bonds 7-30s.....	113	115		
do 7s, 1903.....	128			4½s, gold, long.....	Var.	117	New York City—5s, 1903.....	120	123		
Florida—Consol. gold 6s.....	J & J	113		4½s, 1908.....	A&O	112	6s, 1887.....	106	107		
Georgia—6s, 1886.....	F & A	101		4s, currency, long.....	J&J	105	6s, 1896.....	120	122		
7s, new bonds, 1886.....	J & J	104		Brooklyn, N.Y.—7s, short.....	J&J	100	6s, 1901.....	126	128		
7s, endorsed, 1886.....	J & J	104		7s, Park, long.....	J&J	140	7s, 1890.....	118	119		
7s, gold bonds, 1890.....	Q-J	111½		7s, water, long.....	J&J	135	7s, 1896.....	130	132		
8s, 76, 80.....	A & O			7s, Bridge, long.....	J&J	139	7s, 1901.....	134	137		
Kansas—7s, long.....	J&J			6s, Water, long.....	J&J	125	Newton—6s, 1905, water loan.....	J&J	129	130	
Louisiana—New con. 7s, 1914.....	J&J	74½		6s, Park, long.....	J&J	135	5s, 1905, water loan.....	J&J	119½	120	
Ex matured coupon.....	64	60		6s, Bridge, long.....	J&J	135	Norfolk, Va.—6s, reg. stk. 78-83.....	J&J	100	100	
Baby bonds, 3s, 1896.....	F&A	55	60	5s, Bridge, long.....	112	117	8s, coup., 1890-93.....	Var.	115	115	
Maine—4s, 1898.....	F&A	101	102½	Kings Co. 7s, 1892-89.....	M & N	102	5s, water, 1901.....	M & N	127	128	
War debts assumed, '89.....	A & O	111	111½	do 6s, 1892-86.....	M & N	102	Norwich, Ct.—5s, 1907.....	A&O			
Maryland—6s, exempt, 1887.....	J&J	115		Buffalo, N. Y.—7s, 1895.....	Var.	112	7s, 1905.....	J&J	115	120	
6s, Hospital, 1887-91.....	J&J	111		7s, water, long.....	Var.	122	Orange, N. J.—7s, long.....		101	101	
6s, 1890.....	Q-J	106		6s, Park, 1926.....	M & S	110	Oswego, N. Y.—7s, 1887-8-9.....		120	122	
6s, 1890.....	Q-J	109		Cambridge, Mass.—5s, 1899.....	A&O	104	Paterson, N. J.—7s, long.....	Var.	120	122	
3-6½s, 1897.....	J&J	107		6s, 1894-96, water loan.....	J&J	118½	6s, long.....	106	110		
Massachusetts—5s, gold, '91-94.....	113½	115		6s, 1904, city bonds.....	126½		4½s, long.....	102	103		
5s, gold, 1894-1897.....	Var.	113½		Charleston, S.C.—6s, st'k, 76-98.....	Q-J	78	Petersburg, Va.—6s.....	J&J	100	100	
Michigan—7s, 1890.....	M&N	117		7s, fire loan bonds, 1890.....	J & J	105	8s.....	J&J	117	117	
Minnesota—New 4½s, 1912.....	J & J	101		7s, non-tax bonds.....	105		8s, special tax.....	117			
Missouri—6s, 1886.....	J & J	103½		4s, non-taxable.....	78		Philadelphia, Pa.—6s, old, reg. J&J	130			
Funding bonds, 1894-95.....	J & J	115		Chelsea, Mass.—6s, '97, water.....	F&A	118	6s, new, reg., due 1895 & over J&J	130			
Long bonds, '89-90.....	J & J	110		Chicago, Ill.—7s, 1892-99.....	118	118	6s, new.....	Var.	103	103	
Asylum or University, 1892.....	J & J	110		4½s, 1900.....	104½	105½	Pittsburg, Pa.—4s, coup., 1913.....	J&J	90	90	
Hannibal & St. Jo., 1886.....	J & J	116		3-6½s, 1902.....	98	99½	5s, reg. and coup., 1913.....	J&J	107	108	
do do do.....	J & J	116		Cook Co. 7s, 1892.....	114	115	6s, gold, reg.....	Var.	116	117	
New Hampshire—5s, 1892.....	J&J	108	110	Cook Co. 5s, 1899.....	106	107	7s, water, reg. & cp., '93-'98.....	A&O	118	124	
War loan, 6s, 1892-1894.....	J&J	113	114	Cook Co. 4½s, 1900.....	104½	105½	7s, street imp., reg., '83-86.....	Var.	102½	103	
War loan, 6s, 1901-1905.....	J & J	125	126	West Chicago 5s, 1890.....	102	103	Portland, Me.—6s, Mun., 1895.....	Var.	112	113	
New Jersey—6s, 1897-1902.....	J&J	126		Lincoln Park 7s, 1895.....	104	105½	6s, railroad aid, 1907.....	M&S	120½	120½	
6s, exempt, 1896.....	J&J	120		West Park 7s, 1890.....	103½	110	Portland, N.H.—6s, '93, RR. J&J	113½	114		
New York—6s, gold, reg., '87.....	J&J	106½		South Park 6s, 1899.....	103		Poughkeepsie, N. Y.—7s, water.....	J & J	114	114½	
6s, gold, coup., 1887.....	J & J	106½		Cincinnati, O.—6s, 1885.....	M&N		Providence, R.I.—5s, g., 1900-5 J&J	J & J	114	114½	
6s, gold, 1891.....	J & J	114		6s, 1897.....	M&N		6s, gold, 1900, water loan.....	J & J	121	125	
6s, gold, 1892.....	A & O	117		7-30s, 1902.....	126½	127½	6s, 1885.....	M & S	101	101½	
6s, gold, 1893.....	A & O	120		4s, non-taxable.....	78		Richmond, Va.—6s, 1884-1914.....	J&J	111	115½	
No. Carolina—6s, old, 1886-98.....	J&J	30		Southern RR. 7-30s, 1906.....	J&J	97	8s, 1886-1903.....	J&J	134	135	
6s, N. C. RR., 1883-5.....	J & J	160		do 6s, g., 1902.....	M&N	114	8s, 1914-15.....	J&J	107	107	
6s, do do do.....	A & O	160		do Cur. 6s, 1909.....	F&A	116½	Rochester, N.Y.—6s.....	J & J	103	103	
6s, do 7 coupons off.....	J&J	125		do Skg. fd. 5s, 1910.....	M&N	105	7s, water, 1903.....	J & J	132	132	
6s, do 7 coupons off.....	A&O	125		Cleveland, O.—4-5-6-7s, 1885-94.....	Var.	105	Rockland, Me.—6s, '89-99, RR. F&A	100½	100½		
6s, funding act of 1866, 1900.....	J&J	10		7s, 1887-93.....	Var.	103	St. Joseph, Mo.—Comp'mise 4s, 1901.....	76	80		
6s, do do 1868, 1898-9A.....	J&J	18		4s to 7s, 1884-93.....	Var.	103	St. Louis, Mo.—7s, 1885.....	F&A	100	100	
6s, new bonds, 1892-8.....	J&J	18		5-6-7s, 1893-1907.....	Var.	102	6s, short.....	Var.	103	104	
6s, do do do.....	A & O	18		Columbus, Ga.—7s.....	Var.	100	6s, 1892.....	Var.	109	110	
6s, do do do.....	A & O	18		Covington, Ky.—7-30s, long.....	110		5s, long.....	Var.	108	107½	
6s, do do do.....	A & O	18		do 7-30s, short.....	103		5s, 10-20.....	A&O	117	120	
6s, do do do.....	A & O	18		Water Works.....	103		St. L. Co.—6s, gold, 1905.....	A&O	117	120	
6s, do do do.....	A & O	18		Dallas, Texas—8s, 1904.....	105	107	Currency, 7s, 1887-88.....	Var.	104	104	
6s, do do do.....	A & O	18		10s, 1893-96.....	105	110	7s, long.....	Var.	106	106	
6s, do do do.....	A & O	18		Water, 6s, 1900.....	98	100	8s, 1889-96.....	Var.	103	103	
6s, do do do.....	A & O	18		Detroit, Mich.—7s, long.....	Var.	114	Salem, Mass.—6s, long, W. L. A&O	123	128		
6s, do do do.....	A & O	18		7s, water, long.....	Var.	117	San Francisco—7s, school.....	Var.	112	112	
6s, do do do.....	A & O	18		Elizabeth, N. J.—7s, short.....	Var.	40	6s, gold, long.....	101½	103		
6s, do do do.....	A & O	18		7s, funded, 1880-1905.....	Var.	40	Savannah funded 5s, consols.....	87	90		
6s, do do do.....	A & O	18		7s, consol., 1885-98.....	A & O	40	Tomerville, Mass.—5s, 1895.....	A&O	109	111	
6s, do do do.....	A & O	18		7s, 1905.....	40	44	6s, 1885.....	J&J	100		

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Alleg. Val.—Gen. M., 73-10s. J.&J	117 1/2	122	Ches.O.&S.W.—M. 5-6s, 1911. F.&A	100 1/2	72	Cin. Wash. & Balt.—(Continued)—					
Dist. exten. M., 73, 1910. A.&O	124	121	Chic. & Alton—1st M., 73, '93. J.&J	118 1/2	109	do mortg. gold, 3s-4s, 1931. F.&A				30	14
Atch. Top. & S. Fe.—1st 7s, '99. J.&J	121 1/2	121	Sterling mort., 6s, 9. 1903. J.&J	113	120	Income 7s, 1934. M.&N					
Land grant, 7s, 9. 1902. A.&O	118 1/2	118 1/2	Bds. Kan. C. line, 6s, 1903. M.&N	119 1/2		Scioto & Hook V. 1st, 7s. M.&N	1100				
Sinking fund, 6s, 1911. J.&D	104	105	Miss. Riv. Bridge, 1st, s.f., 6s, 1912			Balt. Short L.—1st, 7s, 1900. J.&J					
Guaranteed 7s, 1909. J.&A & A.O	113	115	Louis & Mo. R., 1st, 7s, 1900 F.&A	120		Clev. Col. C. & I.—1st, 7s, '99. M.&N					
5s, 1909 (1st mort.) A.&O	100	100 1/2	do do 2d, 7s, 1900 M.&N			Consol. mort., 7s, 1914. J.&D					
5s, plain bonds, 1920. M.&S	900 1/2	91	St. L. Jack. v. C. & I., 7s, 91. A.&O	116 1/2		Cons. S. F., 7s, 1914. J.&D					
4s, 1920. A.&O	900 1/2	97	do 1st guar. 5s, 7s, '93. A.&O	116 1/2		Col. con. 5s, 1934. J.&J					
Florence & El Dorado, 1st, 7s, A.O	106	107	do 2d M. (380), 7s, '93. J.&J	123		Clev. & Pitts.—4th M., 6s, 1892. J.&J	109				
K.C. Topeka & W., 1st M., 7s, 93. J.&J	122 1/2	123	do 2d guar. (183) 7s, '93. J.&J	119		Consol. S. F., 7s, 1900. M.&N	122				
do income 7s. A.&O	108	111	Chic. & Atlantic—1st, 6s, 1920. M.&N		70	Clev. & M. Val.—1st, 7s, '93. F.&A					
N. Mex. & So. Pac., 1st, 7s, 1909 A.O	118 1/2	118 1/2	do 2d, 6s, 1923. F.&A			Columbia & Gr.—1st, 6s, 1916. J.&J	95 1/2				
Pleasant Hill & De Soto, 1st, 7s, 1907	108	108	Chic. Burl. & Q.—Cons., 7s, 1903. J.&J	131	132	do mort., 6s, 1926. A.&O	58 1/2				
Wichita & Ark. V., 1st, 7s, 9. 1903.	113 1/2	117	Bonds 5s, 1895. J.&O	100		Col. Hous. & Ten.—1st, 6s, 1902. Ss	110				
Sonora, 1st, 7s, 1901. J.&J	96 1/2	97 1/2	5s, 1901. M.&N	102 1/2	103	Col. & Hook V.—1st M., 7s, '97. A.&O	110				
Wichita & W., 1st, 7s, 9. 1902. J.&J	107 1/2	103	5s, debenture, 1913. M.&N	96 1/2	97	do 2d M., 7s, 1892. J.&J	100				
Atlanta & Charlotte Air L.—1st, 7s	109		5s, 1919, Iowa Div. A.&O	102		Col. & Toledo—1st mort. bonds. J.	103				
Income, 6s. J.&J	83		4s, 1919, do A.&O	91	94 1/2	do 2d mort. J.	100				
Atlantic & Pac.—1st 6s, 1910. J.&J	79	80	4s, Denver Div., 1922. F.&A	92	93	Ohio & W. Va., 1st, s.f., 7s, 1910 M.&N	105				
Incomes, 1910. J.&J	17	17 1/2	4s, plain bonds, 1921. M.&S	82 1/2	83 1/2	Col. Spring. & C.—1st, 7s, 1901. M.&S	98 1/2				
Central Division, J.&J	63		Bur. & Mo. (Neb.), 1st, 7s, '93. J.&J	116 1/2	117	Col. Spring. & C.—1st M., 7s, 1900. M.&S	116 1/2				
do new 6s. J.&J	63		do do Conv. '99. F.&A			Conn. & Passump.—M., 7s, '93. J.&J	116 1/2				
Baltimore & Ohio—6s, 1885. A.&O	101 1/2		Bur. & Mo. (Neb.), 1st, 6s, 1918. J.&J	117 1/2		Mass. vail. 6s, 6s, gold, '89. J.&J					
Sterling, 5s, 1927. J.&D	103	105	do Cons, 6s, non-ex. J.&J	106	106 1/2	Conn. Val.—1st M., 5s, 1922. J.	17				
Sterling, 6s, 1895. M.&S	111	113	do 4s, (Neb.), 1910. J.&J	183	86 1/2	Conn. West—1st M., 7s, 1900. J.&J	25				
Sterling mort., 6s, 9. 1902. M.&S	11		do Neb.R.R. 1st, 7s, '96 A.&O	113	115	Connecting (Phila.)—1st, 6s. M.&S	117 1/2				
do 6s, 9. 1910. M.&N	118	118	do Cons. S.W., 1st, 5s, 1882. J.&J	122		Consol.R.R. of Vt., 1st, 5s, 1913. J.&J	56	56 1/2			
Parkersburg Br., 6s, 1911. J.&J	117	117	Ill. Grand Trunk—1st, 6s, 1911. J.&J	109		Conn. & Passump.—1st, 6s, 1902. J.	107				
Balt. & Pot. & G. 1st, 6s, 1911. J.&J	117	119	Dixon Pco. & H.—1st, 6s, 1889. J.&J	109 1/2	110	Conn. & Penn.—1st, 6s, 1902. J.	102				
1st, tunnel, 6s, 9. 1911. A.&O	116	118	Ott. Osw. & Fox R., 8s, 1900. J.&J	124		do 2d mort. J.					
Bell's Gap—1st, 7s, 1893. J.&J	117		Quincy & Wars'w, 1st, 8s, '90. J.&J	111 1/2	112	Cumbar Val.—1st M., 8s, 1904. A.&O					
1st, 6s, 1905. F.&A			Atch'n & Neb.—1st, 7s, 1907 M.&S	117 1/2	118	Dayton & Mich.—Consol. 5s. J.&J	199	100			
Consol. 6s, 1913. A.&O	95 1/2		Chic. & Can. So.—1st, 7s, 1902 A.&C	108		3d mort., 7s, 1888, now 2d A.&O	105	107			
Belvidere Del.—1st, 6s, 9. 1902. J.&D	120		Chic. & East Ill.—1st mort. 6s, 1907	108		Dayt. & West—1st M., 6s, 1905. J.&J	107	108			
2d mort., 6s, 1895. M.&S	103		Chic. & La. & N.—1st mort. 6s, 1907	108		1st mort., 7s, 1905. J.&J	115				
3d mort., 6s, 1895. M.&S	103		Chic. & Gr. Trunk—1st mort. 1909	92	93 1/2	Dayton & Mich.—1st, 6s, guar. 9s. J.&J	107				
Boston & Albany—7s, 1892. F.&A	119 1/2	120	Chic. & Mich. L.Sh.—1st, 8s, '89. M.&S	109	111	Del. & Bound Br.—1st, 7s, 1902. J.	122				
6s, 1895. J.&J	118	119	Chic. Mil. & St. Paul—			Del. Lack. & W.—Conv. 7s, 1895 F.&A					
Bost. Cen. & Mon.—S.F., 6s, '89. J.&J	103 1/2	103 1/2	P. du C. Div., 1st, 8s, 1898. F.&A	130		Mort. 7s, 1907. M.&S	130				
Consol. mort., 7s, 1893. A.&O	112 1/2	113	P. D., 2d M., 7 3-10s, 1898. F.&A	120	123	Den. & Rio G.—1st, 7s, 9. 1900. M.&N				81	
Bost. Hart & E.—1st, 7s, 1900. J.&J	12 1/2	12	S. P. & Chic. 7s, 9. 1902. J.&J	126 1/2		1st consol. mort., 7s, 1910. J.&J	45 1/2	47			
Bost. & N. Y. & P.—1st, 7s, 1900. J.&J	12 1/2	12	La. C. & M. 1st M., 7s, 1897. J.&J	119		General mort., 5s, 1913. A.&O	20	20 1/2			
Bost. & Lowell—7s, 92. J.&J	117 1/2	117 1/2	P. & M. 1st M., 7s, 1897. J.&J	119	121	East Penn.—1st M., 7s, 1893. M.&S	107				
6s, 1896. J.&J	115 1/2	116	P. & M., 1st M., 7s, 1899. J.&J	118		Dev. S. P. & Pac.—1st, 7s, 1905. M.&N				81	
New 5s, 1899. J.&J	106	107	Hast. & Dak., 1st M., 7s, 1910. J.&J	120	120 1/2	Den. M. & Ft. D.—1st, 6s, 1905. J.&J	60	70			
Boston & Maine—7s, 1893-94. J.&J	121	122	Chic. & Mil., 1st M., 7s, 1903. J.&J	127	131	1st inc. 6s, 1905. A.&O	40	50			
Bost. & Providence—7s, 1893. J.&J	122	123	1st mort., consol., 7s, 1905. J.&J	121		Do. & B.C. 1st, Ss. en. M. C. 1902 M.&N	118	120			
Bost. & Revere B'h.—1st, 6s, '97. J.&J	111 1/2	112	1st M., I. & D. Ext., 7s, 1903. J.&J	110	123	Det. G. Haven & Mil.—Equip. 6s, 1918	118	118			
Bost. & Lowell—1st, 6s, 1902. J.&J	111 1/2	112	1st M., I. & D. Ext., 7s, 1903. J.&J	110		Con. M., 5s till 5s, equip. 6s, 1918	118	118			
Brud. Hill & C. & K.—1st, 6s, 1912. F.&A			1st M., 5s, La. C. & D., 1913. J.&J	110		East Penn.—1st, 7s, 1905. J.&J	118 1/2	118 1/2			
Bklyn Bath & C.—1st, 6s, 1912. F.&A		100	So. Minn. 1st, 6s, 1910. J.&J	110		Det. Mack. & M.—1st, 6s, 1921. A.&O	118 1/2	118 1/2			
Brooklyn Elevated—Bonds			Chic. & Pac. Div., 6s, 1910. J.&J	115	116	Land grant, 3s, 1911.					
Buff. Brad. & P.—Gen. M., 7s, '96. J.&J	100	105	do West. Div., 5s, 1921. J.&J	96 1/2		Income, 1921.					
Buff. N. Y. & Erie—1st, 7s, 1916. J.&J	120		Mineral P. Div., 5s, 1910. J.&J	96		Dub. & Dak.—1st M., 6s, 1919. J.&J					
Buff. N. Y. & Phil.—1st, 6s, 9. '21. J.&J	35	57	Chic. & L. Sup. Div., 5s, 1921. J.&J	97 1/2	98 1/2	Dub. & S. City—1st, 2d Div. 94. J.&J	116 1/2				
2d mortg., 6s, 9. 1908. Q—M			St. Minn. 1st, 5s, 1921. J.&J	97 1/2		Dunk. A. V. & P.—1st, 7s, 9. 1900. A.&O	105				
Gen. M., 6s, 1910. M.&S			Termin. 5s, 1914. J.&J	94 1/2		East Penn.—1st M., 7s, 1893. M.&S	107				
Buff. Pitts. & West—6s, 1921 A.&O			Dubuque Div., 1st, 6s, 1920. J.&J	109	109 1/2	E. Tenn. Va. & Ga.—1st, 7s, 1900. J.&J	115				
Pitts. Titusv. & B., 7s, 1896 F.&A			Wis. Val. Div., 1st, 6s, 1920. J.&J	100	100 1/2	1st mort., consol., 5s, 1930. J.&J	43 1/2	43 1/2			
Oil Creek, 1st M., 6s, 1912. A.&O	80		Chic. & Northw.—S.F., 1st, 7s, '95 F.&A	104 1/2		Income, 6s, 1931. J.	95 1/2	93 1/2			
Union & Titusv., 1st, 7s, 90. J.&J			Consol. mort., 7s, 1915. Q—F	136 1/2		Divisional, 5s, 1930. J.&J	93				
Warren & E'kin, 1st, 7s, 96 F.&A			Exten. mort., 7s, 1885. F.&A	104		E. Tenn. & Ga., 1st, 6s, '83-86. J.&J	100				
Buff. & South. R.—1st, 7s, 1908. J.&J	100		Exten. mort., 7s, 1885. F.&A	104		E. Tenn. & Va., end, 6s, 1886. M.&N	90				
Bur. C. P. & N.—1st, 5s, new, '06. J.&J	101		Consol., gold, 7s, 1885. A.&O	125		E. Tenn. & Va., end, 6s, 1886. M.&N	90				
Cons. 1st & col. tr., 5s, 1934. A.&O			do do reg. J.&D	125		Eastern, Mass.—6s, 9. 1906. M.&S	115 1/2	115 1/2			
C. Rap. I. F. & N., 1st, 6s, 1920. A.&O			Sinking fund, 6s, 1929. A.&O	109 1/2		Sterling debts, 6s, 9. 1906. M.&S	108	110			
do 1st, 5s, 1921. A.&O	91		do 5s, 1929. A.&O	103		Eliz. City & Nor.—S.F. deb., 6s. A.&O					
Calif. Pac.—1st M., 7s, '87. J.&J	100		do debent., 5s, 1933. M.&N	94 1/2		1st mort., 6s, 1920. M.&S					
2d M., 6s, 9. end C. Pac., '89. J.&J	100		25-yrs. deb. 5s, 1909. M.&N	93 1/2	93 1/2	Elizab. Lex. & Big S.—6s, 1902. M.&S	83				
3d M. (guar. C. P.), 6s, 1903. J.&J	90		Excess & Sup., 1st, 6s, 1911. J.&J	123 1/2		5s, perpetu. 1st, 5s, 1910. J.&J	116				
California So.—1st, 6s, 1922. J.&J	27	29	Des M. & Minn.—1st, 6s, 1911. J.&J	123 1/2		5s, perpetu. 1st, 5s, 1910. J.&J	116				
Camden & Atl.—1st, 7s, '93. J.&J	115		Iowa Mid., 1st M., 8s, 1900. A.&O	129	125	Erie & Pittsb.—2d, now 1st. J.&J	105				
2d mort., 6s, 1904. A.&O			Peninsula, 1st, conv., 7s, '98. M.&S	115		Cons. mort., 7s, 1898. J.&J	110				
Cons. 6s, 1911. J.&J			Chic. & Mil., 1st M., 7s, '98. J.&J	123		Equipment, 7s, 1900. A.&O	102				
Cam. & Bur. Co.—1st M., 6s, '97. F.&A			Mill. & Mad., 1st, 6s, 1905. M.&S	123 1/2		Evansv. & Crawf.—1st, 7s, '87. J.&J	100				
Cam. So. & W.—1st M., 6s, '97. F.&A			Madison Ext., 1st, 7s, 1911. A.&O	123 1/2		Evans & T.H. 1st, 6s, 1921. J.&J					
2d mort., 1912. 6s, 1908. J.&J	65	98 1/2	Memphis Ext., 1st, 6s, 1911. J.&J	123 1/2		Evansv. T.H. & Chi.—1st, 7s, M.&N	100 1/2	102 1/2			
Carolina Cent.—1st, 6s, 1920. J.&J	101	101 1/2	Northwest. Un.—1st, 7s, 1917. M.&S	124	125 1/2	Fargo & Southern—1st, 6s, 1921. J.&J					
2d, inc. 6s, 1915. A.&O	80	85	Winona & St. Pet.—1st, 7s, '87. J.&J	108	109	Fitchburg—5s, 1899. A.&O	109 1/2	109 1/2			
Catawissa—Mort., 7s, 1900. F.&A	120		do 2d M., 7s, 1907. M.&N	117		5s, 1900-01-02. A.&O	110 1/2	111 1/2			
Cedar F. & Min.—1st, 7s, 1907. J.&J	118		Ott. C. F. & St. P., 5s, 1909. M.&S	99 1/2	101	6s, 1898. A.&O	117	118			
Cedar R. & Mo.—1st, 7s, '91. F.&A	107 1/2	109 1/2	Chic. R. L. & Pac.—6s, 1917, coup. J.&J	128 1/2	129	7s, 1891. A.&O	112	114			
Cent. & O.—1st, 7s, 1908. J.&J	121 1/2	123	Chic. & Chic. L. & P.—1st, 7s, 1911. J.&J	121 1/2	123 1/2	Holly W. & M.—1st, 6s, 1920. A.&O	114	114 1/2			
Cent. Br. U. Pac., 1st, 6s, '95. M.&N			Chic. St. L. & P.—1st, 6s, 1932 A.&O	65	69	Holly W. & M., 1st, 8s, 1901. J.&J	123				
Fund. coup. 7s, 1895. M.&N			Chic. & Gt. East.—1st, 7s, 93-95. J.	105		Ft. Madison & N. W., 1st, 7s, 9. 1905					
Atch. & Pike's Pk., 1st, 6s, 9. M.&N	95	100	Col. & Ind. C., 1st M., 7s, 1904. J.&J	113		Fr. Worth & Denv. C.—1st, 6s, 1921	64 1/2	66			
Atch. Col. & Pac., 1st, 6s, 1905 Q—F</											

* Price nominal; no late transactions

† Purchaser also pays accrued interest.

† In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.				RAILROAD BONDS.				RAILROAD BONDS.			
	Bid.	Ask.			Bid.	Ask.			Bid.	Ask.	
Illinois Central—(Continued)—											
Sterling, 5s, 1905.....J&D	1105	107		Mich. Cent.—Consol., 7s, 1902 M&N	123	125		North Carolina—M. 8s, 1888 M&N	100	104	
Chic. St. L. & N.O.—1st con. 7s, 97	120	122		Consol. 5s, 1902.....M&N	103 1/2	103 1/2		North Cent.—1st M., 6s, 1885 J&J	102 1/2		
2d mort. 6s, 1907.....J&D				1st M. on Air Line, 8s, 1890 J&J	110 1/2	110 1/2		2d mort., 7s, 1896.....M&N	122 1/2		
Ten. lien, 7s, 1897.....M&N				Air Line, 1st M., 8s, guar. M&N	109	110		Gen. mort., 7s, 1903.....J&J	127 1/2		
5s, 1901, gold.....J&D	104 1/2	104 1/2		Gd. Riv. V., 1st 8s, guar., 86 J&J	102 1/2	103 1/2		New loan, 6s, reg., 1905.....M&S	106	108	
Miss. Cent., 1st 7s, 74-84 M&N	100			5s, coup., 1931.....M&S		100		Northeast, S.C.—1st M., 8s, 99, M&S	124 1/2		
do 2d mort., 8s.....J&D	101			5s, reg., 1931.....M&S				2d mort., 8s, 1899.....M&S	123		
N.O. Jack. & Gt. N., 1st 8s, 86 J&J	103			Kalamazoo & S.H., 1st 8s, 90 M&N	110 1/2	112		Northern, Cal.—1st 6s, 1907 J&J	109	110	
do 2d M., 8s, 90, etcs. A&O	108			J.L. & Sag. 1st 8s, 85, wh. bds J&J	100 1/2	101		Northern Cent.—2d mort., 6s, 85 J&J	102 1/2		
do 2d mort. debt. A&O	103			J.L. & Sag. North Ext., 8s, 90 M&N	112 1/2	113		3d mort., 6s, 1900.....A&O	116 1/2		
Ind. El. & W.—1st, pf. 7s, 1900 J&J	113			do Cons. M., 8s, 91.....M&S	112 1/2	113		Cons. mort., 6s, g., coup., 1900 J&J	113		
1st mort., 4-5-6, 1909.....A&O	53	76		Joliet & N. Ind., 1st 7s (guar. M.C.)	120			6s, g., reg., 1900.....A&O	113		
2d mort., 4-5-6, 1909.....A&O	53	60		Mich. & Ohio—1st 6s, 1913.....M&N	100			Mort. bds., 5s, 1926, series A J&J	102 1/2		
Income, 1919.....J&D	78 1/2	80		Midd. Un. & Wat. 2d mort. 1st mort.	90			do series B.....J&J	109	101 1/2	
East Div., 1st mort. 6s, 1921 J&D	104	105		2d mort. 5s, guar. N.Y. S. & W.	60			Cons. mort., 6s, g., 1904.....J&J	110	112	
do income.....J&J	20			Mill. L.S. & W.—1st M., 6s, 1921 M&N	99 1/2	99 1/2		Northern, N.J.—1st M., 6s, 88 J&J	100	102	
Ind. Dec. & Sp.—1st 7s, 1906 A&O	104	105		1st. incomes.....J&D	70 1/2	80		North. Pac., P. D'O Div.—6s, M&S	197		
2d mort., 5s, 1911.....J&J	104	105		Mill. & No.—1st 6s, 1910.....J&D	95			Mo. Div. 6s, 1919.....M&N	197		
2d mort., income, 1906.....J&J	20			Min. & St. L.—1st 6s, 1913.....J&D	116	120		Gen'l. 1st 6s, 1st 6s, 1921.....J&J	103 1/2		
Trust Co. cert.....J&J	78 1/2	80		1st M., Iowa City & W., 1909 J&J	110			Gen'l. 1st 6s, 1st 6s, 1921.....J&J	100		
New 1st mort. 6s, funded	110 1/2	114 1/2		2d mort., 7s, 1891.....J&J	102			Norw. & Worep.—1st M., 6s, 97 J&J	110 1/2	118	
Ind'polis & St. L.—1st 7s, 1919 Var.	110 1/2	114 1/2		Southwest Ext., 1st 7s, 1910 J&D	112 1/2	113		Ogd'n's & Lch.—1st M., 6s, 98 J&J	100 1/2	101	
Ind'apolis & Vin.—1st 7s, 1908 F&A	111			Pacific Ext., 1st 6s, 1921.....A&O	102 1/2	103 1/2		Sinking fund, 8s, 1890.....M&S	101	102	
2d mort., 6s, g., guar., 1900 M&N	107			Miss. & Tenn.—1st M., 8s, series "A"	120			Consol., 6s, 1920.....A&O	178	82	
Int. & Gt. North.—1st 6s, 1919 M&N	100			8s, series "B".....J&J	102	106		Ohio Cent.—1st mort., 6s, 1920 J&J	56 1/2		
Coup. 6s, 1909.....M&S	74 1/2	76		Mo. K. & T.—Cons. ass., 1904-6 F&A	104 1/2	105		do income, 1920.....J&J	4 1/2	5 1/2	
Ionia & Lansing—1st 8s, 93.....J&J	107 1/2	109		Consolidated 6s, 1920.....J&D	65 1/2	66		1st Ter. Trust, 6s, 1920.....J&J	15	15 1/2	
Iowa City & West.—1st 7s, 1909 M&N	120 1/2	121		Consolidated 5s, 1920.....J&D	52 1/2	53 1/2		Mineral Div., inc. 7s, 1921.....J&J	81 1/2		
Pa. Falls & Sioux C.—1st 7s, 99 A&O	120 1/2	121		1st 6s, g., 1899 (U. P. S. Br.) J&D	54			River Div., 1st 6s, 1922.....M&S	15	15 1/2	
Jefferson-Hawley Br. 7s, 87 J&J	98 1/2			2d mort., income, 1911.....A&O	54			do income, 6s, 1922.....J&J	14 1/2	2 1/2	
1st mort. 7s, 1889.....J&J	113 1/2	114		Booneville & E. 7s, 1905 M&N	103 1/2			Ohio & Miss.—Cons. S.F. 7s, 98 J&J	119		
Jeff. Mad. & Ind.—1st 7s, 1906 A&O	113	113 1/2		Han. & C. Mo., 1st 7s, g., 90 M&N	103 1/2			Cons. mort., 7s, 98.....J&J	119		
2d mort., 6s, 1910.....J&J	113 1/2	114		Mo. Pac.—1st mort., 6s, gld, 88 F&A	105 1/2			2d mort., 7s, 1911.....A&O	111		
Junction (Phil.)—1st 4 1/2s, 1907 J&D	113 1/2			Consol. 6s, 1920.....M&N	90	92		1st mort. Spring Div., 1905 M&N	99		
do 6s, 1900.....A&O				2d mort., 7s, 1891.....J&J	112	114		Ohio Southern—1st 6s, 1921 J&J	81 1/2		
K.C. Ft. Scott & G.—1st 7s, 1908 J&D	117 1/2	117 1/2		Car. B., 1st mort. 6s, g., 93 A&O	102	103		2d income, 6s, 1921.....J&J	21	22 1/2	
Kansas C. Lawr. & So. 1st 6s, 1909	109			3d mortgage, 7s, 1906.....M&N	102	103		Old Colony—6s, 1897.....F&A	119	119 1/2	
K.C. St. Jos. & C.B.—M. 7s, 1907 J&J	119	120		Income, 7s, 1892.....M&S	53	55		6s, 1895.....J&J	117	117 1/2	
K.C. Spr. & Mem.—1st 6s, 1923 M&N	99 1/2	99 1/2		Mobile & O.—1st pref. debentures.....	24	25		7s, 1894.....M&S	122 1/2	123	
Kentucky Central—6s, 1911 J&J	105			2d pref. debentures.....	15			4 1/2, 1897.....J&D	107	107 1/2	
Krook & Des M.—1st 5s, guar. A&O	83 1/2	84		4th pref. debentures.....	15			Bost. C. & Fitch, 1st 7s, 89-90 J&J	111		
L. Erie & West.—1st 6s, 1919 F&A	11	30		New mortgage, 6s, 1927.....J&D	100	101		B. C. F. & N. B., 5s, 1910 J&J	113 1/2	113 1/2	
Income, 7s, 1899.....J&J	5			Collateral trust 6s, 1892.....J&J	100			N. Bedford R.R., 7s, 1894 J&J	120	122	
Sandusky Div., 6s, 1919 F&A	80			1st extension 6s, 1927.....Q-J	100			Equipment, 6s, 1885.....F&A	100	100 1/2	
do income, 1920.....J&J	5			Morg'n's L. & Tex.—1st 6s, 1920 J&J	106			Framingham & Lowell, 1st 5s, 91	106 1/2	107	
Laf. Bl. & Mer., 1st 6s, 1919 M&N	102	102 1/2		Morris & Essex—1st 7s, 1914 M&N	133	135		Oreg. & Cal.—1st 6s, 1921.....J&J	78	70	
do income, 7s, 1899.....J&J	104 1/2	104 1/2		2d mort., 7s, 1891.....F&A	113			2d mort., 7s.....J&J	63		
Lake Shore & Mich. So.—	104 1/2			Bonds, 7s, 1900.....J&J	120 1/2	122		Oregon & Transcont.—6s, 1922 M&N	120		
M. So. & N. L., S.F., 1st 7s, 85 M&N	104 1/2	105		General mort., 7s, 1901.....A&O	122	124 1/2		Osw. & Rome—1st M., 7s, 1915 M&N	113	115	
Cleveland, 2d M., 7s, 1886 A&O	118	120		Consol. mort., 7s, 1915.....J&D	106 1/2	108		Panama—Sterling M., 7s, g., 97 A&O	103	106	
Cl. P. & Ash., new 7s, 1892.....A&O	118			Nashua & Low.—6s, g., 1893 F&A	106 1/2	108		Sinking fund sub. 6s, 1910 M&N	103	106	
Buff. & E., new bds, M., 7s, 98 A&O	118			5s, 1900.....J&J	120	123		Subsidy bonds, Eng. issue, 6s.....	103	106	
Buff. & State L., 7s, 1886.....J&J	118			Nashv. Ch. & St. L.—1st 7s, 1913 J&J	90	95		Paris & Dec't—1st M., 7s, g., 92 J&J	123		
Det. Mon. & Tol., 1st 7s, 1906 F&A	110	111		2d mort., 6s, 1901.....J&J	190	95		Penna.—Gen. M., 6s, reg., 1910 Q-J	124		
Kalamazoo Al. & Gr. R., 1st 8s, J&J	110	111		1st Tenn. & Pac., 6s, 1917 J&J	109			Gen'l. mort., 6s, reg., 1910.....A-Q	124		
Kal. & Schoolcraft, 1st 8s, 87 J&J	119			1st Mem. M. W. A., 6s, 1917 J&J	109			Cons. mort., 6s, reg., 1905.....Q-M	120 1/2		
Kal. & W. Pigeon, 1st 8s, 90 J&J	119			Nashv. & Decat'r.—1st 7s, 1900 J&J	104			do 6s, coup., 1905 J&J	120 1/2		
Dividend bonds, 7s, 1899.....A&O	128 1/2			Natchez, Jack. & Col.—1st 7s, 1910	104			Collateral trust, 4 1/2, 1913 J&D	102 1/2		
L. & M. S. cons., cp., 1st 7s, J&J	123			Nevada Cent.—1st 6s, 1904.....A&O	105			Consol. 5s, 1919.....J&D	102 1/2	104	
do cons., reg., 1st 7s, 1900 Q-J	114 1/2	115		Newark & N. Y.—1st 7s, 1887 J&J	109			Penn. Co., 6s, reg., 1907.....Q-J	97	93	
do cons., ep., 2d 7s, 1903 J&D	113 1/2	114 1/2		Newk's set/acs—1st 7s, g., 99 M&N	109			do 1st M., 4 1/2, 1921 J&J	122		
Lawrence—1st mort., 7s, 1893 F&A	119 1/2	121		N'burgh & N.Y.—1st M., 7s, 1888 J&J	109			Penn. & N.Y. Can.—1st 7s, 96 J&J	125		
Lehigh Val.—1st 6s, 1897, 98 J&J	123			New Jersey & N. Y.—1st mort.	109			1st mort., 7s, 1906.....J&D	125		
1st mort., 6s, reg., 1897.....M&S	120			N. J. Southern—1st M., new 6s J&J	109			Pensacola & Atlantic—1st m. M&S	99 1/2		
2d mort., 7s, 1910.....M&S	104			N. Y. & Can.—E.M., 6s, g., 1904 M&N	103	103 1/2		Peoria Dec. & Ev.—1st 6s, 1920 J&J	99 1/2		
Gen. M., S. F., 6s, g., 1923.....J&D	104			N. Y. C. & H.—Debt cert., ext. 5s M&N	131 1/2	132 1/2		Incomes, 1920.....J&J	98		
L. Miami—Renewal 5s, 1912.....M&N	104	106		Mort., 7s, coup., 1903.....J&J	102	102 1/2		Evansville Div., 1st 6s, 1920 M&S	35		
L. Rock & F.T.S.—1st l. gr. 7s, 95 J&J	96 1/2	98		Mort., 7s, reg., 1903.....M&S	120	122		do income, 1920.....J&J	101 1/2		
Long Island—1st M., 7s, 1898 M&N	119			Debtenture 5s, 1904.....M&S	104 1/2			Peo. & Pekin Un.—1st 6s, 1921 Q-F	99	99 1/2	
1st consol. 6s, 1931.....Q-J	101 1/2			Sterling mort., 6s, g., 1903.....J&J	101 1/2			Perkinston—1st M., 6s, 1887.....A-Q	92	92 1/2	
South Side, 1st 7s, 1887.....M&S	100	103		Hud. R., 2d M., 7s, 1885.....J&D	92	92 1/2		Consol. mort., 6s, 1911.....J&J	99	92	
Newtown & Fl., 1st 7s, 1891.....J&J	112	113		N.Y. City & St. L.—1st 6s, 1921 J&D	31	34 1/2		Improvement mort., 6s, 97 A&O	67 1/2	68	
L.L. City & Flushing—1st 6s, 1911	112			Trust Co. receipts.....	20	25		Cons. mort., 6s, 1908.....J&J	30	34	
Lou'v. C. & Lex.—1st 7s, 97 J&J (ex)	100			N. Y. Elevated—1st M., 1906 J&J	120			Convertible, 7s, 1893.....J&J	41		
2d mort., 7s, 1907.....A&O	115 1/2			N. Y. & Greenw'd L.—1st M. inc. 6s	20	25		Cons. 5s, 1st series.....M&N	50		
Louisville & Nashville.....	88 1/2			2d mortgage income.....	3	6		Cons. 5s, 2d series.....F&A	45		
Cons. 1st 7s, 1898.....A&O	105			N. Y. L. & W.—1st 6s, 1921 J&J	119 1/2			Cons. adj. scrip, 1883.....J&J	45		
Cecilian Br., 7s, 1907.....M&S	100			2d 5s, guar., 1923.....M&N	124						

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.
Roch. & Pitts., 1st, 6s, 1921.	F&D	107 1/2	108	Wabash—(Continued)—				Cin. Indianap. St. Louis & Chic.	100	60	85
Consol. 1st, 6s, 1922.	J&A	107 1/2	108	Chic. Div., 5s, 1910.	J&J	71 1/2		Chic. & Milford.	100	65	93
do Income, 1921.	F&A	107 1/2	108	Havana Div., 6s, 1910.	J&J			Chic. N. O. & Tex. Pac.	100	1	14
Rome Wat. & O., 1st, 7s, 1891.	J&D	109	111	Tol. P. & West., 1st 7s, 1917.	Q	80	81	Cin. Sandusky & Cleveland.	50	10 1/2	11
2d mort., 7s, 1892.	J&D	105 1/2		Iowa Div., 6s, 1921.	M&S	68		do Pref., 6.50	50	52 1/2	53
Consol., 1st, ex. 5s, 1922.	A&O	71	72 1/2	Indianap. Div., 6s, 1921.	J&D			Cin. Washington & Balt.	100		
Income 7s, 1932.		72 1/2		Detroit Div., 6s, 1921.	J&J	70		do	100		
Rutland—1st M., 6s, 1920.	M&N	98	99	Quincy Mo. & P., 1st 6s, g. guar. 1909		80	85	Clev. Col. Cin. & Indianapolis.	100	31	33
Equipment, 2d mort., 5s.	F&A	166 1/2		Cairo Div., 5s, 1931.	J&J			Clev. & Pittsburgh, guar., 7.	50		
St. Joseph & Pac.—1st 7s, 1906.	J&J	90	95	Cons. mort., 7s, 1907, con. ex. F		85		Col. Chic. & Indiana Central.	100		
2d mort., 7s, 1906.	J&J	32	37	1st St. L. div., 7s, 1889, ex. F&A		97	98	Columbus & Xenia, guar., 8.	50	145	148
Kans. & Neb., 1st, 7s, 1906.	J&J	85	91	St. West., Ill., 1st, 7s, '88, ex. F&A		104	105 1/2	Col. Hoek. Val. & Tol.	100	15	
do 2d, 7s, 1906.	J&J	30	35	do 2d, 7s, '93, ex. M&N		92 1/2	93 1/2	Columbia & Greenville.	100		
St. L. Alt. & T.H.—1st M., 7s, '94.	J&J	110		Q'ney & Tol., 1st, 7s, '90, ex. M&N		83 1/2		do	100		
2d mort., pref., 7s, 1894.	F&A	109	110	Han. & Napies, 1st, 7s, '88.	M&N			Concord.	50	102	
2d income, 7s, 1894.	M&N	103		Ill. & S. A., 1st, 6s, 1912, ex. F&A				Concord & Portsmouth, guar., 7.	100	113	115
Div. bonds, 1894.		115		St. L. K. C. & N. (rest), & R., 7s, M&S		101		Connecticut & Passumpsic.	100	76	77
St. Louis & M., 1st, 7s, '92.	F&A	119	120	Wisconsin Cent., 1st, 6s, 1912.	J&J	101	103	Connecticut River.	100	160	162
Bellev. & S. Ill., 1st, S. F., 8s, '96.	F&A	112 1/2		do Clar. Br., 6s, 1919.	F&A			Connott Valley.	50	60c.	70c.
St. Louis & M., 1st, 7s, '92.	F&A	103 1/2		do No. Mo., 1st, 1895.	J&J	110 1/2	111	Danbury & Norwalk.	50		
Ark. Br. I. gr., M., 7s, g., '95.	J&J	106	108 1/2	do St. Cha's Bridge 6s, 1905		75	80	Darton & Michigan, guar., 3 1/2.	50	58	60
Cairo Ark. & T., 1st, 7s, g., '97.	J&J	102		Wab. Fund. 1907—Var. 7s. F&A		98		do Pref., guar., 8.50	140		
Cairo & Ful., 1st, 7s, g., '97.	J&J	107	108 1/2	do Various 6s.	F&A	70		Delaware & Bound Brook.	100	122	125
Gen. con. r'y & l. g., 5s, 1931.	A&O	7		Warren (N.J.)—2d, 7s, 1900.	A&O			Delaware Lack. & Western.	50	89 1/2	90
St. L. & San F.—2d M., class A, '06.	M&N	99	100	Jersey & At. 1st M., 6s, 1910.	M&S	106 1/2		Denver & New Orleans.	100		
2d M., class B, 1st M., 6s, 1906.	M&N	98 1/2	100	West Jersey—1st, 6s, 1896.	J&J	114		Denver & Rio Grande.	100	5 1/2	6
South Pacific—1st M., 1888.	J&J	103 1/2	106	1st mort., 7s, 1899.	A&O	113		Denver & Rio Grande Western.	100	1 1/2	
Pierre C. & O., 1st, 6s.	F&A	101		Consol. mort., 6s, 1909.	A&O	106	110	Des Moines & Fort Dodge.	100	5	
Equipment 7s, 1895.	J&D	95 1/2		West'n Ala.—1st M., 8s, '88.	A&O	108	114	do do Pref.	100	70	75
General mort., 6s, 1931.	J&J	95 1/2		2d mort., 8s, guar., '90.	A&O	108	114	do do Pref.	100	107 1/2	108
Trust bonds, 6s, 1920.	F&A			West. Md.—End., 1st, 6s, 90.	J&J	108 1/2		Dubuque & Sioux City.	100		
St. L. W. & W., 6s, 1919.	M&S			1st mort., 6s, 1890.	J&J	106 1/2		East Tennessee Virginia & Ga.	100	3	3 1/2
St. L. Van. L. & H., 1st M., 7s, '97.	J&J	100	90	2d mort., pref., 6s, 1895.	J&J	107 1/2		do do Pref.	100	4 1/2	5 1/2
St. L. & W., 1st, 6s, 1919.	M&N	100 1/2		2d, end. Wash. Co., 6s, 1899.	J&J	109		Eastern (Mass.).	100	48	48 1/2
2d, 7s, guar., '98.	M&N	100		3d, end., 6s, 1900.	J&J	122		Eastern in N. H.	100	89 1/2	90
St. P. & Duluth—1st, 5s, 1931.	F&A	100		West'n Penn.—1st M., 6s, '93.	A&O	106 1/2		Eel River.	100		
St. P. Minn. & Man.—1st 7s, 1909.	J&J	109		Pitts. Br., 1st M., 6s, '96.	J&J	107 1/2		Elmira & Williamsport.	50	40	
2d 6s, 1909.	J&J	109 1/2		Wheeling & L. Erie—1st, 6s, g., 1910				do Pref., 7.50	50	54	
Dak. Ext. 6s, 1910.	M&N	100	109 1/2	Winn. Columbia & Augusta, 6s.		105		Evansville & Terre Haute.	50		107
1st consol. 6s, 1933.	J&J	100	109 1/2	Wils. & Weldon, S. F., 7s, g., '96.	J&J	112		Excelsior & Lake Superior.	100	109 1/2	110
Minn. & Uta., 1st, 6s, 1910.	J&J	108		Wisconsin Cent., 1st, 6s, 1912.	J&J	85		Flint & Pere Marquette.	100	18 1/2	19
Sandusky Man. & N.—1st, 7s, 1902	J&J	111 1/2		2d series, 7s, 1909, if earned.		38	42	do do Pref.	100	84	85
Savannah Florida & West.				Wis. Valley—1st, 7s, 1909.	J&J	118	119	Fort Wayne & Jackson.	100		
At. & Gulf, cons. 7s, 1897.	J&J	110	112	Wor. & Nashua—5s, '93-'95. Var.		100		do do Pref.	100		
1st mortgage, 7s.	J&J	112		Nash. & Roch., guar., 5s, '94.	A&O	190		Fort Worth & Denver C.	100		
S. Ga. & Fla., 1st M., 7s, 1899.	M&N	112		Ala. Gt. South.—Linn., A., 6s, pref.		99 1/2	10	Galv. Harris. & San Antonio	100		
Scioto Val.—1st, 7s, sink'g fd.	J&J	185		Linn., A., 6s, pref.		13 1/2	4	Georgia Pacific.	100	13	
2d mort., 7s, sink'g fd.	J&J	75		Ala. N. O. & Pac., & Co., pref.		11	5	Georgia Railroad & Bank'g Co.	100		
Consol. 7s, 1910.	J&J	90		do do def.		1	2	Grand Rapids & Indiana.	100	7	12
Shenandoah Val.—1st, 7s, 1909.	J&J			Albany & Susqueh., Guar., 7.	100			Grand River Valley, guar., 5.	100		
General mort., 6s, 1921.	A&O	102	102 1/2	Allegheny Valley.	50			Green Bay Winona & St. Paul.	100	3	4 1/2
St. Louis & C. Pac., 1st M., 6s, '98.	J&J	102 1/2	103	Atchison Col. & Pacific.		76	76 1/2	do Pref.	100		
So. Carolina—1st M., 6s, 1920.	A&O	89	90	Atchison Topeka & Santa Fe.	100			Hannibal & St. Joseph.	100		
2d mort., 6s, 1931.	J&J	89		Atlanta & Charlotte Air Line.	100	65 1/2	66	do do Pref., 7.	100		
Income 6s, 1931.		75		Baltimore & Annapolis, new.	100	7		Harrisburg P. Mt. J. & L., guar., 7.50	100		
So. Cen. (N. Y.)—1st, 6s, 1905-12.	A&O	96		Augusta & Savannah, leased.	100	165	170	Houston & Texas Central.	100	30	35
So. Pac. Ariz.—1st, 6s, 1903-10.	J&J			Baltimore & Ohio.	100	135		Huntingdon & Broad Top.	50	8	
So. Pac. N. M.—1st, 6s, 1911.	J&J			do 1st pref., 6.	100	120		do do Pref., 50.	100	10	17
Southwestern (Ga.)—Conv., 7s, 1886	J&J	108 1/2	109	do 2d, pref.	100	120		Illinois Central.	100	116 1/2	
Summit Br.—1st, 7s, 1903.	J&J	97 1/2		Washington Branch.	100	190		do Leased line, 4 p. c.	100	85	85
Sunb. Haz. & W.B.—1st, 6s, 1923.	M&N	61 1/2		Parkersburg Branch.	100	9		Indiana Bloomington & West'n	100	11 1/2	13
2d mort., 6s, 1933.	M&N	61 1/2		Boston & Albany.	100	169 1/2		Indiana Decatur & Sp.	100		
Sunb. & Erie Junction.	M&N	102	106 1/2	Best. Con. & Montreal.	100	88	92	do do Pref.	100		
Syr. Bing. & N. Y.—consol. 7s, '06.	A&O	125		do do Pref., 6.100		88	92	Iowa Falls & Sioux City.	100		80
Tex. Cent.—1st, 8s, fd., 7s, 1909.	M&N	97	98	Boston Hartford & Erie new.		78	1/2	Jett'v. Mad. & Ind'p's, leased.	100	90	95
1st mort., 7s, 1911.	M&N	97		do do old.		78		Joliet & Chicago, guar., 7.	100	130	
Texas & New Orleans—1st, 7s, F&A		80		Boston Hoosac Tun. & Western.	100	104 1/2	107	Kansas City Ft. Scott & Gulf.	100	85	86
Sabine Div., 1st, 6s, 1912.	M&S	103 1/2		Boston & Lowell.	500	164 1/2	165	do do Pref.	100	125	130
Texas & Pac.—1st, 6s, g., 1905.	M&N	73		Boston & Maine.	100	164 1/2	165	Kans. City Spring & Memphis.	100		
Consol. mort., 6s, gold, 1905.	J&D	36 1/2	38	Boston & N. Y. Air-Line, pref.	100	167	168	Keokuk Central & Sp.	100		
Inc. and land, reg., 1915.	J&D	52 1/2	53	Boston & Providence.	100	x98	99	Keokuk & Des Moines.	100		
1st (Rio Gr. Div.), 6s, 1930.	F&A	50	51 1/2	Boston Reverse Beach & Lynn.	100	10		do Pref.	100		
do ex Aug. coup.		59	63	Brooklyn Elevated, assess'n't paid.		15	25	Lake Erie & Western.	100	8	9 1/2
N.O. Pac., 1st, 6s, gold, 1920.	J&J	23		Brooklyn & Montauk.	100	50	65	Lake Shore & Mich. So.	100	61 1/2	61 3/4
Texas & St. Louis—1st, 6s, 1910.	J&D	23		do do Pref.	100	50		Lehigh Valley.	50	57 1/2	57 3/4
Land grant, incomes, 1920.		23		Buff. N. Y. & Erie, leased.	100	4 1/2		Little Rock & Fort Smith.	100		24
Mo. & Ark. Div., 1st, 6s.	1911	8		Buffalo N. Y. & Philadelphia.	100	7		Little Miami, leased, 8 guar.	50	50	
Tol. Cin. & St. Louis—1st mort.		10	14 1/2	Burlington C. Rapids & North.	100	55	60	Little Schuylk, leased, 7.	50	52	
Income.		12 1/2	13	Cairo & Vincennes, pref.		2		Long Island.	100	62	64
Tol. Del. & B.—1st main, 6s, 1910		1 1/2	2	California Pacific.		2		Louisiana & Mo. Riv., Com.	100		
do main line, 1st, 6s, 1910		1 1/2	2	Camden & Atlantic.	50			do Pref., guar.	100	24 1/2	25 1/2
do 1st Dayton div., 6s, 1910		1 1/2	2	do do Pref.	50	35		Louisville & Nashville.	100		
do Day Div., inc., 6s, 1910		20	25	Canada Southern.	100	24	31	Louisville New Albany & Chic.	100		
Southeastern Div., 1st mort., 6s.		100		Canadian Pacific.	100	43 1/2	44 1/2	Macon & Augusta.	100		
1st terminal trust, 6s, 1910.		100		Catawissa.	50	15	18	Maint. Central & Lawrence.	100	171 1/2	172
United Co's N. J. & Cons., 6s, '94.	A&O	110	112	do 1st pref.	50	50	50 1/2	Manhattan Beach Co.	100	11	11 1/2
Sterling mort., 6s, 1894.	M&S	120	122	do 2d pref.	50	49	50	Manhattan R'y, consolidated.	100	65	65 1/2
do 6s, 1901.	M&S	103		Cedar Falls & Minnesota.	100	9	11	Marq. Houghton & Ont.	100	16	18
Cam. & Amb., mort., 6s, '89.	M&N	113 1/2	114	Central of Georgia.	100	70	75	do do Pref.	100		
Union Pac.—1st, 6s, g., 1896-'99.	J&D	106 1/2		Central Iowa.	100	15		Memphis & Charleston.	25	26 1/2	29
Land Grant, 7s, 1887-9.	A&O	117 1/2		do 1st pref.	100	8		Metropolitan Elevated.	100	88	92
Sink. F., 8s, 1893.	M&S	120	123	do 2d pref.	100	1 1/2	2	Mexican Central.	100	10 1/2	10 3/4
Om. Bridge, sterl. 8s, g., '96.	A&O	118		Central of Massachusetts.	100	12 1/2	13	do do Pref.	100	54	57 1/2
Reg. 8s, 1893.	M&S	110	112	Central of New Jersey.	38 1/2	39		Michigan Central.	100		
Collateral trust, 6s, 1908.	J&J	107	107 1/2	Central Ohio.	50			Michigan & Ohio.	100		
do 5s, 1907.	J&D	105	105 1/2	do Pref.	50			do do Pref.	100		
Kans. Pac., 1st, 6s, 1895.	F&A	105	105 1/2	Central Pacific.	100	33 1/2	34	Midland of New Jersey.	100	9	
do 1st M., 6s, 1896.	J&D	92	93	Charlotte Col. & Aug.	100	12	18	Mill Lake Shore & West.	100	31	
do Den. Div., 6s.	M&N	93	95	Chesapeake & Ohio, comm.	100	9	10	do do Pref.	100		
do 1st cons. M., 6s, 1919.	M&N	93	95	do 1st pref.	100	6	7	Milwaukee & Northern.	100		
Oregon Short-L., 7s, 1922.	F&A	93		do 2d pref.	100	53	56	Mine Hill & S. H., leased.	50	57 1/2	58
Utah Gen., 1st M., 6s, 1890.	J&J	93 1/2	100	Cheshire, pref.	100	123	128	Minneapolis & St. Louis.	100	11	12
Utah So. gen. M., 7s, 1909.	J&J	110		Chicago & Alton.	100						

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.
For Explanations See Notes at Head of First Page of Quotations.

RAILROAD STOCKS.				MISCELLANEOUS.				MISCELLANEOUS.				MISCELLANEOUS.			
Bid.	Ask.			Bid.	Ask.			Bid.	Ask.			Bid.	Ask.		
RR. STOCKS.															
Continued.															
N.Y. & W. & C. 100	83 1/2	86		Penn.—ds. com. 1910	86	88		TELEPHONE				Jersey C. & Hobok'n 20	135	145	
N.Y. & Erie & West. 100	14	14 1/2		Schuylkill N. S. 100	103 1/2			STOCKS.				People's Jersey C. 100	80	90	
do Pref. 100				1st M. 6s, 1897 Q-M				American Bell 100	259	260		Louisville G. L. 100	50	60	
N.Y. & N. England 100	12 1/2	12 3/4		2d M. 6s, 1907 J&J				Amer. Speaking 100	175	200		Central of N. Y. 50	60	60	
N.Y. N. H. & Hartf. 100	17 1/2	17 3/4		Mort. 6s, cp. '95 J&J				Blanchard 100				Equitable, N. Y. 50	93	96	
N.Y. Ont. & West. 100	11 1/2			6s, imp. cp. '80 M&N				Colombia & Pan. 100	24	25		Harlem, N. Y. 50	112	117	
do Pref.				6s, dt. car, 1913 M&N				Continental 5	20			Manhattan, N. Y. 50	255	280	
N.Y. Penn. & Ohio 100				7s, dt. car, 1915 M&N				Carrier Tel. Bell 2	5			Metropolitan, N. Y. 100	227	232	
N.Y. Prov. & Bost. 100				Susq.—6s, cp. '81 J&J				Dolbear 100	2	10		Mutual of N. Y. 100	120	122	
N.Y. Susq. & Western 100	1 1/2	2		7s, com. 1902 J&J				East Tennessee 100	32 1/2			New York, N. Y. 100	155	160	
do Pref.								Erie 18 1/2	18 1/2			N. Orleans G. L. 100	68 1/2	75	
N.Y. West Shore & B. 100	4	5 1/4		CANAL STOCKS.				Globe 1	5			Portland, Me., G. L. 50			
Norfolk & West. com. 100	20	22		Dcl. & Hudson 100	67 1/2	68		Hudson River 100	60	80		St. Louis G. L. 50	\$350	370	
do Pref. 100	61	61 1/2		Dcl. Div. leased 8s 50				Inter-Continental 80				Laclede, St. Louis 100	30	35	
No. Pennsylvania 50	16	16 1/2		Lehigh Navigation 50	38 1/2	38 3/4		Metropolitan 1 1/2	1 1/2			St. Charles, St. Louis 50	62 1/2	63	
Northern Central 50	117	118		Morris, guar. 4 100				Mexican Central 20	21			St. Francisco G. L. 20	39 1/2	40	
North'n N. Hamp. 100	136	139 1/2		do pf., guar. 10 100				Molecular 35 1/2	35						
North'n Pac. com. 100	16	16 1/2		Pennsylvania 100	50			New England 55	65 1/2						
do Pref. 100	39	39 1/2		Schuylkill Nav. 50	59			New York & N. J. 50	90						
Norw. & Worcester 100	162	165		do do pref. 50	59			New York & Penn. 3	6						
Ogd. & L. Champ. 100	8	10		Susquehanna 50				N. Y. State Overland 2	5						
Ohio Central 100	13 1/2	14		MISCELLANEOUS				Peoples (N. E.) 100	1 1/2						
Ohio & Miss. 100	17 1/2	18		Balt. Gas Light 6s	101 1/4			Schenck 100	1 1/2						
do Pref. 100	9 1/2	9 1/2		Canton (Balt.) & Gas 100	107			Southern Bell 175							
Ohio Southern 100	144	144 1/2		Mort. 6s, 1904 J&J	105 1/4			Southern N. England 1	1 1/2						
Old Colony 100	17	18		Un. RR. 1st, end, 6s	116			Tropical 10	13 1/2						
Oregon & Calif. 100	18	19		do 2d, end, 6s, 8s	110			W. I. Telegr. & Tele. 1	1 1/2						
do Pref. 100	16	16		Col. Coal & Iron—1st, 6s	56 1/2										
Oregon Trans-Cont 100	138 1/2	137 1/2		Gov. & Cinn. 7s 6s	100			ELECTRIC							
Oswego & Syr. guar. 100	120			Mariposa 7s 6s				Light Stocks.							
Panama 100	500	504 1/2		Or. Imp. Company 100	68 1/2	70		Baxter 95	10						
Pennsylvania R.R. 50	11 1/2	12 1/2		1st, 6s 1910, J. & D. 100	109 7/8	110		Brush 40	55						
Pensacola & Atlantic 100	11 1/2	12 1/2		Oreg. R. & N. 1st, 6s J&D				Brush Illuminat'g 100	30	40					
Peoria Dec. & Ev. 100	11 1/2	12 1/2		Debenture 7s, 1894 100				Consol. Electric Light 30	40						
Petersburg 100	17 1/2	18		Pull'm Palace Car 100	104 1/2	106		Consol. Pacific 100	20	20					
Phila. & Erie 50	17 1/2	18		3d mts, 6s, 1884 A&O	113 1/4	113 1/4		Edison 65	75						
Phila. & Reading 50	17 1/2	18		4th do 8s, 1884 A&O	113 1/4	113 1/4		Edison Illuminating 40	50						
do Pref. 100	17 1/2	18		Deb't n't re, 7s, 8s A&O	113 1/4	113 1/4		Edison Isolated 50	60						
Phila. Wm. & Balt. 50	17 1/2	18		St. L. Bridge & Tun—	117	120		Edison Incandescent 2	3						
Pitts. C. & St. L. 50	17 1/2	18		1st, 7s, g., 1929 A&O				Edison Incandescent 2	3						
Pitts. & Con. pref. 50	17 1/2	18		MISCELLANEOUS				Sawyer Mann Ill. Co. 40							
do Pref. 100	17 1/2	18		Amer. Bank Note Co. 100	25			United States 60	75						
Pitts. Ft. W. & C. guar. 100	126 1/2	126 1/2		Amer. Bank Note Co. 100	25			United States Ill. Co. 25	50						
Pitts. & West. 100	126 1/2	126 1/2		Asphaltum Land 100	25			TRUST CO'S							
Pitts. & West. 100	126 1/2	126 1/2		Boston Water Power 100	25			Stocks, N.Y.							
Pitts. & West. 100	126 1/2	126 1/2		Brookline (Mass.) L'ds 100	25			Am. Loan & Trust 100	105	112					
Pitts. & West. 100	126 1/2	126 1/2		Canton Co. (Balt.) 100	25			Brooklyn Trust 25	195	200					
Pitts. & West. 100	126 1/2	126 1/2		Cin. & H. 2d pool et, gu. 100	25			Brooklyn Trust 25	195	200					
Pitts. & West. 100	126 1/2	126 1/2		Gov. & Cinn. Bridge, pf. 100	25			Brooklyn Trust 25	195	200					
Pitts. & West. 100	126 1/2	126 1/2		Keeley Motor 100	185			Farmers' Loan & Tr. 25	430	450					
Pitts. & West. 100	126 1/2	126 1/2		Marquette 100	185			Long Island 100	102	107					
Pitts. & West. 100	126 1/2	126 1/2		N. E. Mfg. Secur. (Bost.) 100	185			Mercantile 100	116	125					
Pitts. & West. 100	126 1/2	126 1/2		N. Hampshire Land 25	25			Metropolitan 100	116	125					
Pitts. & West. 100	126 1/2	126 1/2		N.Y. & Tex. Ld., Lim. 50	25			N. Y. Guar. & Ind. 100	130	130					
Pitts. & West. 100	126 1/2	126 1/2		Land scrip 58				N. Y. Life & Trust 100	140	140					
Pitts. & West. 100	126 1/2	126 1/2		No. Riv., cons. 100 p.c. 20				Union Guar. & Ind. 100	300	300					
Pitts. & West. 100	126 1/2	126 1/2		Oregon Improvement 20				United States 100	475	485					
Pitts. & West. 100	126 1/2	126 1/2		Oregon R. & N. 1st, 6s 100	60			N.Y. & BROKLYN							
Pitts. & West. 100	126 1/2	126 1/2		Pacific Mail SS. Co. 100	55 1/2	55 1/2		Horse Rrs.							
Pitts. & West. 100	126 1/2	126 1/2		Pull'm Palace Car 100	100	103		Bleecker St. & Plut. Fy. 100	111	112 1/2					
Pitts. & West. 100	126 1/2	126 1/2		St. Louis B'dge, 1st pref 100	90	93		1st m't, 7s, 1890 100	163 1/2						
Pitts. & West. 100	126 1/2	126 1/2		2d pref. certificates 100	140	143		1st m't, 7s, 1884 100	103 1/2	104					
Pitts. & West. 100	126 1/2	126 1/2		St. Louis Tunnel RR. 100	98	100		Broadway (Bklyn.) 218							
Pitts. & West. 100	126 1/2	126 1/2		St. Louis Transfer Co. 50	70			Brooklyn City 216	220						
Pitts. & West. 100	126 1/2	126 1/2		St. Louis Water Meter 100	70			1st m't, 5s, 1902 108	112						
Pitts. & West. 100	126 1/2	126 1/2		Sutro Tunnel 100	120	125		Brooklyn Crosstown 160	165						
Pitts. & West. 100	126 1/2	126 1/2		Union Stk Yds. & Tr. Co. 100	120	125		1st m't, 6s, 1898 105	105						
Pitts. & West. 100	126 1/2	126 1/2		COAL & MINING				Bushwick A.V. (Bklyn.) 162	167						
Pitts. & West. 100	126 1/2	126 1/2		Cent. Arizona Min 100				Central Crosstown 155	160						
Pitts. & West. 100	126 1/2	126 1/2		Colorado Coal & T. 100	7 1/2			1st m't, 6s, 1922 110	112 1/2						
Pitts. & West. 100	126 1/2	126 1/2		Consol. Coal of Md. 100				Central P.K.N. & E. Riv. 140	142						
Pitts. & West. 100	126 1/2	126 1/2		Homestake Min's 100	9 1/4	9 1/4		Consol. M., 7s, 1902 120	121 1/2						
Pitts. & West. 100	126 1/2	126 1/2		Mahoning Coal & RR. 100				Christopher & 10th St. 132	137						
Pitts. & West. 100	126 1/2	126 1/2		Marquette L. & C. 100				Bonds, 7s, 1888 118	118						
Pitts. & West. 100	126 1/2	126 1/2		do pref. 100				Dry Lk. E. & B. 189	189						
Pitts. & West. 100	126 1/2	126 1/2		Maryland Coal 100				1st M., consols 7s, '93 114	116 1/2						
Pitts. & West. 100	126 1/2	126 1/2		New Central Coal 100				Scrip 6s, 1914 101	105						
Pitts. & West. 100	126 1/2	126 1/2		Ontario Sil. Min'g 100				Eight Avenue 240	255						
Pitts. & West. 100	126 1/2	126 1/2		Pennsylvania Coal 50	210			Scrip 6s, 1914 104	105 1/2						
Pitts. & West. 100	126 1/2	126 1/2		Queksilver Min'g 100	20	30		42d & Grand St. Fy. 245	260						
Pitts. & West. 100	126 1/2	126 1/2		do pref. 100				Hous. W. St. & Pav. Fy 148	147						
Pitts. & West. 100	126 1/2	126 1/2		EXPRESS STOCKS				1st m't, 7s, 1894 111	113 1/2						
Pitts. & West. 100	126 1/2	126 1/2		Adams 125	130			Second Avenue 183	190						
Pitts. & West. 100	126 1/2	126 1/2		American Express 100	50	51		3d m't, 7s, 1885 100 1/2	106 1/2						
Pitts. & West. 100	126 1/2	126 1/2		United States 100	48	53		Consol. 7s, 1888 105	106						
Pitts. & West. 100	126 1/2	126 1/2		Wells, Fargo & Co. 100	107	110		Sixth Avenue 160							
Pitts. & West. 100	126 1/2	126 1/2		TELEPH. STOCKS				Third Avenue 200	300						
Pitts. & West. 100	126 1/2	126 1/2		American Tel. & Cable 54 1/2				1st m't, 7s, 1890 111	113						
Pitts. & West. 100	126 1/2	126 1/2		American Rapid 45	5			Twenty-Third St. 178	185						
Pitts. & West. 100	126 1/2	126 1/2		Atlantic & Pacific 25	5			1st m't, 7s, 1893 110	113						
Pitts. & West. 100	126 1/2	126 1/2		Bank's & Merch'ts 100	2 1/2			MANUFACTURING							
Pitts. & West. 100	126 1/2	126 1/2		Central National 75	9 1/2			Stocks.							
Pitts. & West. 100	126 1/2	126 1/2		Baltimore & Ohio 25				Am. Linen (Fall Riv.) 100							
Pitts. & West. 100	126 1/2	126 1/2		Cent. & So. Am. Cable 15				Amory (N. H.) 100	101	102					
Pitts. & West. 100	126 1/2	126 1/2		Commercial Tel. Co. 91 1/2	120			Amoskeag (N. H.) 1000	1895	1900					
Pitts. & West. 100	126 1/2	126 1/2		Franklin 100	25	33		Androscoog (Me.) 100	108	112					
Pitts. & West. 100	126 1/2	126 1/2		Gas & Stock 95	100			Appleton (Mass.) 100	100	104					
Pitts. & West. 100	126 1/2	126 1/2		Bonds 28	30			Atlantic Mfg. Co. 100	100	104					
Pitts. & West. 100	126 1/														

Investment

AND

Railroad Intelligence.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the *Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies*. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Extra copies are sold to subscribers of the CHRONICLE at 50 cents each, and to others than subscribers at \$1 per copy.

ANNUAL REPORTS.

New York West Shore & Buffalo.
(For the year ending Sept. 30, 1884.)

The following abstract of the report of this company is made up from the report submitted to the New York State authorities:

Capital stock paid in.....	\$10,600,000
Funded debt.....	70,000,000
Unfunded debt.....	9,339,632
Cost of road and equipment.....	99,027,111
Passengers carried.....	1,360,603
Tons of freight carried.....	534,533

EARNINGS.

From passengers.....	\$977,176
From freight.....	1,214,000
Express.....	24,147
Rents.....	397,685
Miscellaneous.....	35,632
Total.....	\$2,978,331

CHARGES AGAINST EARNINGS.

Transportation expenses.....	\$3,661,294
Interest (charged but not all paid).....	2,604,551
Terminal rents.....	416,678
Miscellaneous.....	78,6
Total.....	\$1,693,360
Deficiency for the year.....	3,711,029
<i>Note.</i> —Of the above the gross earnings and expenses under the receivers, from June 10 to Sept. 30, 1884, were as follows:	
Earnings.....	\$1,297,931
Expenses.....	1,213,720

Charlotte Columbia & Augusta.

(For the year ending September 30, 1884.)

The annual report of the President, Mr. A. C. Haskell, says: "The result of the year's operations is a loss of \$74,684, but the condition of the property has been improved by new steel rail on twenty-five miles of the main line, in place of worn-out iron rail, and by betterments on all the leased lines. Our traffic has also been well sustained, and is steadily increasing; for, notwithstanding the great reduction in the cotton crop, which is the staple product of the territory which we serve, and the accompanying decline in trade, we have carried 5 2-10 per cent more freight than in the preceding year, which was one of marked prosperity. The decline in revenue from freight is \$64,885, or 11 6-10 per cent. This reduction in earnings is caused to a large extent by the system of rates which has been established by the Railroad Commissioners, and is due to some extent to the character of the freight hauled. We still think that we could serve the public better and make more money if we were let alone to manage our business and adjust our rates by the same laws which govern all others engaged in trade." * * *

"The Chester & Lenoir Narrow Gauge Railroad (leased) has been completed, opening up to us a wide and rich territory in the heart of the Blue Ridge country, furnishing an increase of travel and of traffic which will materially improve the value of the line."

The traffic on the line owned was as follows:

	1881-82.	1882-83.	1883-84.
Passengers carried.....	106,841	157,754	151,351
Passenger miles.....	4,120,981	5,915,916	5,894,09
Tons freight carried.....	119,187	199,274	202,732
Ton miles.....	13,897,334	14,638,451	14,851,695

The earnings for the year were as follows on the line owned:

	1881-82.	1882-83.	1883-84.
Freight.....	\$99,163	\$175,017	\$175,275
Passage.....	17,997	19,167	17,416
Mail, etc.....	33,565	31,967	33,173
Total.....	\$601,625	\$702,841	\$621,851
Expenses.....	419,632	423,773	446,090
Net earnings.....	\$181,993	\$279,073	\$181,761

The result of the operations of the leased lines were as follows:

	At Tenn. & Ohio.	Chester & Len.	Che. & Ches.
Earnings.....	\$51,239	\$56,712	\$53,458
Expenses.....	29,304	56,027	39,533
Net earnings.....	\$21,435	\$685	\$6,095
Rental.....	\$21,000	\$2,612	\$10,247
Floating debt paid.....		8,179	
Total charges.....	\$25,000	\$29,821	\$10,247
Deficit.....	\$3,565	\$29,136	\$16,342

The general statement of the income account was as follows:

	1882-83.	1883-84.
Net earnings C. C. & A.....	\$279,073	\$181,761
Profit on A. T. & O. lease.....	302	
Total.....	\$279,375	\$181,764
Interest on floating debt.....	\$19,365	\$25,198
Interest on funded debt.....	175,210	175,210
Interest on Augusta City bonds.....	7,000	7,000
Loss on Chester & Lenoir.....	31,142	29,137
Loss on Cheraw & Chester.....	13,110	16,342
Loss on A. T. & O. RR.....		3,565
Balance.....	\$216,128	\$256,448
Construction.....	\$33,247	Loss \$74,684
Balance.....	\$29,681	
Balance.....	\$3,565	Loss \$74,684

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—This company's sale of 1,000,000 acres of grazing land to the Aztec Land & Cattle Co. is rumored to be at 50 cents per acre. The land transferred is located in Central Arizona, and extends along the south side of the railroad for about 150 miles. Its sale will give the company such funds as it requires for its immediate needs, and the January interest on its first mortgage bonds, amounting to \$480,000, will be promptly paid.

The Boston *Advertiser* says: "The Aztec Land and Cattle Company is composed of New York and Boston capitalists, who have not yet formally organized, but will do so next Saturday. One-half of the proposed \$1,000,000 of capital has been paid in. The land which they have secured is said to be well watered, and in all respects as well adapted to grazing as any in the Southwest. If their expectations are realized they will contribute not a little to the business of the road."

Anthracite Coal Combination.—The coal combination was perfected on Wednesday. A meeting of the representatives of the anthracite coal-producing companies was held at the office of the Pennsylvania Coal Company in New York. A report was made by George A. Hoyt of the Pennsylvania Coal Company, Franklin B. Gowen of the Philadelphia & Reading Railroad, and Joseph Harris of the Lehigh Coal & Navigation Company, who composed the committee appointed to recommend percentages of the amount to be mined by the various companies in a total estimated output of 30,000,000 tons for the year 1885. The discussion by the meeting resulted in changes which left the percentages finally agreed upon as follows:

Phila. & Reading.....	38-85	Penn. Railroad.....	8-00
Lehigh Valley.....	19-60	Penn. Coal Co.....	5-00
Del. Lack. & Western.....	16-05	Erle Railway.....	1-50
Del. & Hudson.....	11-00		
Total.....			100-00

The agreement was perfected with the single exception of the indorsement of the Pennsylvania Railroad, whose representative was not empowered to execute for his company. He, however, personally concurred in the plan. The agreement continues from Jan. 1, 1885, to April 1, 1886. There are no penalties for its enforcement. The arrangement is a simple agreement among the companies. While each company is restricted as to its output, it is allowed to make sales at whatever prices it sees fit. The only restriction is in the monthly production. The amount determined on to be mined in January and February is 1,500,000 tons for each month.

In making up the percentages of the companies, neither their capacity to produce nor the amount actually produced was alone used as a guide. The members of the special committee figured out percentages according to their ideas. The largest coal producing company is the Reading. Mr. Gowen named 40-50 for its percentage, but yielded 1-65. Concessions were made generally by all the companies.

Mr. Gowen said, after the meeting, that the arrangement was satisfactory to all the companies. It would result in fewer collieries being worked, but they would be worked on full time, instead of reduced time as heretofore. Mr. E. H. Mead, Treasurer of the Pennsylvania Coal Company, said the average price of coal was 22 cents a ton lower in 1884 than in 1883.

—Dow & Jones' news letter on January 2 said: "We are able to give fresh particulars of the coal combination. It was agreed that tonnage should be mined as follows: January, 1,500,000; February, 1,500,000; March, 1,800,000; April, 2,400,000; May, 2,400,000; June, 2,500,000; July, 2,800,000; August, 3,250,000; September, 3,250,000; October, 3,250,000; November, 3,250,000; December, 2,100,000. This amount may be changed any month by agreement of a committee of one from each company. No penalties are provided for violations and no papers were signed. For convenience we give the percentages awarded and the percentages mined in the last four years:

	Per Cent Awarded, last 4 yrs	Per Cent Mined, last 4 yrs
Reading.....	38-85	38-52
Lehigh Valley.....	19-60	20-14
Delaware.....	16-05	16-26
D. & H. Hud.....	11-00	11-23
Pa. Railroad.....		8-00
Pa. Coal.....		5-00
Erle.....		1-50

Boston & Maine—Eastern.—The Boston *Advertiser* says: "Since the lease of the Eastern to the Boston & Maine went into effect, and the officials have found out the full extent of their undertaking, the prospect appears even more encouraging than was represented by the most sanguine advocate of the lease while it was under consideration. The last annual report shows the gross earnings as follows:

Eastern.....	\$3,571,594	
Boston & Maine.....	3,001,893	
Total.....	\$6,573,487	
The operating expenses are:		
Eastern.....	\$2,307,586	
Boston & Maine.....	2,006,348	\$4,323,935
		\$2,249,462
Rental of leased road—		
Eastern.....	\$218,330	
Boston & Maine.....	90,125	—308,455
Leaving a balance of.....		\$1,941,007
Net earnings to be disposed of under the provisions of the lease.....		
Interest—Eastern.....	\$855,554	
Boston & Maine.....	245,000—	1,100,554
		\$840,452
To Boston & Maine for dividends (9 per cent)...	630,000	
Eastern, sinking fund.....	100,000	
Boston & Maine, 1 per cent.....	70,000—	800,000
Showing a balance of.....		\$40,452

"There will be a large saving in expenses from the operation of both roads by one management. This will arise from the absence of competition for freight and passengers, which has, in spite of agreements for pooling, &c., cost both roads large sums; also from discontinuance of trains not needed for the business, and from a reduction of a number of salaried officers and agents. It is estimated that this item will amount to \$300,000 a year. Then there will be permanent improvements, to be paid for with the proceeds of improvement bonds. Based upon the cost of such work last year, this item will add to the value of the property not less than \$200,000 a year. Adding to these items the interest accruing to the Eastern under the lease, \$855,554 91, the payment to the sinking fund of \$100,000, and the balance of rental stipulated, \$336,000, there is an aggregate of \$1,291,554 91, which is more than the total of interest on the Eastern's debt and 6 per cent on its preferred and common stock.

"But under the terms of the lease no dividends will be paid until the certificates of indebtedness are reduced to \$10,000,000. Then after paying \$100,000 annually to the sinking fund, the profits will be divided among the stockholders. Practically their dividends begin now, because they are paying the debt. There is no denying that this is better fortune than most of them expected, but the figures are from trustworthy sources, and the officers of the consolidated roads think that even better results than the foregoing estimates will be realized."

Columbus & Hocking Valley Coal & Iron Co.—This company (not the C. & H. V. Railroad Co.) has requested its bondholders not to present their coupons till after the January meeting of the directors, when provisions will be made to pay them. They claim that the extraordinary expenses at the opening of the strike is the cause of the delay, and only recently have the receipts been sufficient to pay these extra expenses and the interest on their bonds. They have about \$5,000,000 in bonds on the market, but the most of them are owned by the original incorporators.

Denver & New Orleans—Missouri Pacific.—A press dispatch from Denver, Col., Dec. 22, said: "A project for forming another through line from the Missouri River to the West has been made public here by the filing of the incorporation papers of the Denver & New Orleans and Missouri Pacific Railway Companies. It is proposed to form a junction of the lines of these two companies. A branch of the Missouri Pacific now extends West as far as Wichita, Kan., and this branch is to be extended through the Southern tier of counties of Kansas to the Colorado State Line, and at that point will connect with the extension of the Denver and New Orleans Railway. The latter road is now completed South from Denver to Pueblo, and the company has contracts made to extend their lines South to make connections with the New Orleans line at Trinidad, 75 miles South of Pueblo. It is proposed also to extend a branch eastward to connect with the western branch of the Missouri Pacific. The distance by such a line from the Missouri River to Denver will be only a little greater than by the Santa Fe Road. It will open a valuable country. The Directors of the new company are John Evans, Cyrus W. Fisher, David H. Moffatt, William Bard, S. H. Elder, J. S. Brown, George Fritch and Charles B. Kountze of Denver, and Jay Gould and Russell Sage of New York. The capital stock is \$3,000,000, divided into 30,000 shares of \$100 each."

Louisville & Nashville.—The gross and net earnings of this company for November and for five months, in 1884 and 1883, were as follows:

	Gross earnings.		Net earnings.	
	1884.	1883.	1884.	1883.
July.....	\$1,000,104	\$1,124,776	\$435,233	\$437,760
August.....	1,117,313	1,251,127	482,982	531,984
September.....	1,145,566	1,334,179	477,631	570,724
October.....	1,291,714	1,501,465	592,903	701,303
November.....	1,199,996	1,307,394	522,607	535,62
Total 5 mos.....	\$5,814,093	\$6,521,941	\$2,565,935	\$2,780,418

Louisville Evansville & St. Louis.—Judge Gresham, in the United States Circuit Court of Illinois, has appointed George F. Evans, the General Manager as temporary receiver of Louisville Evansville & St. Louis Railroad, on application of Isaac T. Burr of Boston, who alleges that there are two first mortgages aggregating \$3,900,000, a 2d mortgage of \$1,000,000 and an income mortgage of \$3,000,000. Capital stock \$6,000,000 and floating indebtedness \$500,000. The company will be unable,

it is alleged, to meet its floating indebtedness and maturing interest.

New York Lake Erie & Western.—In reference to the Car Trust of New York, it is stated that the committee representing the Philadelphia certificate holders had an interview with a committee of the Erie Railway directors. The proposal made was to fund series C, D, E, F and G into thirty-five year bonds, with a sinking fund provision beginning after five years. The bonds exchanged for the older Car Trust series are to bear four per cent interest, some of the others three and one-half per cent, with but three per cent for the newer series. The committee objected to these terms. Forty per cent of series C certificates have been retired.

New York & New England.—At a meeting of the representatives of the New York & New England Railroad and of the car trust bondholders, a proposition of the Finance Committee to scale the floating debt and car trust bonds and fund them was received. It was proposed to offer to the car trust bondholders 6 per cent second mortgage bonds, which are claimed to be better security than their present bonds, provided they will waive one-half the interest for ten years; that is, surrender their bonds and the equipment and take second mortgage bonds at par, stamped down to 3 per cent for ten years. Mr. Clark estimated the net earnings for the last three months of 1884 at \$159,000. The road earned \$104,000 net in October, and it is understood that the net earnings for November are over \$80,000. December will also show net earnings in contrast with a deficit of \$100,000 in 1883.

The managers of the New England car trust afterwards voted not to accept the proposition above stated.

—A comparative statement of earnings and operating expenses of the New York & New England Railroad for November, and for eleven months, in 1884 and 1883, makes the following exhibit:

	Nov.		Jan. 1 to Nov. 30.	
	1884.	1883.	1884.	1883.
Gross earnings.....	\$254,420	\$10,092	\$3,007,922	\$3,411,835
Operating expenses.....	186,117	267,909	2,325,541	2,785,183
Net earnings.....	\$68,303	\$42,183	\$682,381	\$626,650

New York Penn. & Ohio.—This company advertises in London that the coupons due Jan. 1 on the first mortgage bonds will be paid wholly in deferred warrants.

N. Y. Stock Exchange.—ALBANY & SUSQUEHANNA.—Application has been made to the Stock Exchange by this company to have \$2,000,000 of new 6 per cent bonds placed on the regular list. This will make the total issue of bonds \$5,000,000.

MILWAUKEE LAKE SHORE & WESTERN.—This company asks to have new bonds to the amount of \$1,500,000 listed. These new bonds are to be known as the Michigan division 6 per cent first mortgage bonds. They are dated June 20, 1884, and are payable July 1, 1924. The Central Trust Company as trustees authorized the issue of \$3,000,000 of bonds as fast as the road was built. The same Company has also applied to have \$3,000,000 consolidated first mortgage 6 per cent coupon bonds placed on the regular list.

PITTSBURG FORT WAYNE & CHICAGO.—The Governors of the Stock Exchange admitted to dealings at the Board after January 5, 1885, the following: Pittsburgh Fort Wayne and Chicago Railway Company, an additional \$1,226,555 of guaranteed special stock, making the total of that class of stock up to \$9,626,555 which has been issued to the Pennsylvania Company in payment of betterments on the line since its lease, and which remains a single track line of 469 miles, with a total capital stock of \$29,340,786 and a funded debt of \$13,500,000, the dividend (7 per cent) and interest on which is guaranteed by the Pennsylvania Railroad Company.

New York Susquehanna & Western.—In regard to the proposal of this company to pay one-half of the January and a few succeeding coupons in cash and to fund the other half, Mr. Fred A. Potts said that the directors and their friends who vote upon \$1,500,000 of the bonds have consented to fund their coupons. They prefer to do this rather than borrow the money for the payment of car trusts, because the cars come under the lien of the mortgage as fast as they are paid for. It is better for the interest of the bondholders that the money should be raised and paid by them than that the directors should borrow the money.

Norfolk & Western.—This railroad company notifies holders of 1st and 2d preferred consolidated mortgage bonds of South Sd Railroad Company, maturing Jan. 1, 1885, that they will be entitled to have the time for payment tier of extended until July 1, 1900, with interest at 6 per cent, provided they join in the agreement so to extend and deliver their bond to Norfolk & Western Company in order to be stamped according to terms of agreement. The bonds will be extended with coupons attached. Bonds not presented will be purchased at maturity at par at the office of Messrs. Draxel & Co., Philadelphia, who have agreed to buy and extend the same.

The statement of earnings and expenses for November and for 11 months, in 1883 and 1884, is as follows:

	November.		Jan. 1 to Nov. 30, 11 mos.	
	1884.	1883.	1884.	1883.
Gross earnings.....	\$244,809	\$271,177	\$2,464,049	\$2,579,923
Expenses.....	129,741	142,554	1,385,370	1,362,808
Net earnings.....	\$115,068	\$128,622	\$1,078,679	\$1,217,114

Northern Pacific.—The Northern Pacific Company had on hand June 30, 1884, \$4,143,000 second mortgage bonds out of an authorized issue of \$20,000,000. The syndicate which took

\$15,000,000 at 87½ and 5 per cent commission in bonds, had an extended option on \$3,000,000 at the same price and commission. It is understood that the syndicate has taken these bonds, and that \$1,500,000 of them were sold to the Berlin Bank. This, says the Dow & Jones *News Letter*, leaves the syndicate with \$1,650,000 of the bonds and the company with \$993,000 of the bonds. The *Transcript* says: "This negotiation frees Northern Pacific from all floating indebtedness, and leaves it with \$300,000 worth of supplies and materials on hand, \$1,200,000 2nd mortgage bonds and \$500,000 1st mortgage bonds to come from completion next month of Ashland Division."

The company has ordered the contractors to push the work on the line between Ashland and Superior. Six miles of iron remain to be laid and two bridges to be completed before the link of the two ends of the track can be connected. The entire line between Ashland and Superior was to be completed and in running order by January 1.

The three United States Railroad Commissioners, Messrs. Wheeler, McDonald and Langdon, who were appointed by President Arthur to inspect the completed section on the Cascade Division, have examined and accepted that portion of the road. In a few days a section will be completed on the Yakima branch and will then be inspected.

—The gross and net earnings for five months of the fiscal years 1884-85 and 1883-4 (by months) are as below; in net earnings as shown, rentals and taxes have been deducted:

	Gross earnings.		Net earnings.	
	1884.	1883.	1884.	1883.
July.....	\$1,022,438	\$450,223	\$429,781	\$216,668
August.....	1,032,602	1,043,024	423,539	391,354
September.....	1,236,500	1,194,714	569,853	480,221
October.....	1,461,511	1,397,222	702,810	711,354
November.....	1,116,379	1,276,022	498,027	546,240
Total 5 mos.	\$5,869,490	\$5,761,805	\$2,624,010	\$2,325,837

Pacific Mail Co.—Reports state that the Pacific Mail Company has on hand \$1,250,000. Its deposit of about \$750,000 to clear up the Panama Railroad loan will leave it with about \$500,000 cash, and one month's earnings to come in before the next dividend is declared.

Petersburg.—A press dispatch from Raleigh, N. C., Dec. 30, said: "The railroad operated from Petersburg to Weldon, and known as the Petersburg Railroad, has been purchased by the syndicate who control the Atlantic Coast Line. This newly-purchased road now forms a part of the Atlantic Coast Line, which controls a continuous line of railroad from Richmond to Charleston and from Richmond to Columbia. Since the Petersburg road was purchased there has been a re-organization of the officers."

Philadelphia & Reading.—The so-called Bondholders Committee, recently appointed to look into the affairs of the Philadelphia & Reading Railroad Company, have held meetings and appointed the following sub-committee: A. J. Antelo, Samuel R. Shipley, John Wanamaker, Charles B. Wright and B. B. Comegys.

The schedules issued by the receivers on Saturday, cutting down the salaries of officers and employes 8 to 20 per cent

were the theme of general discussion among the corporation's employes.

Orders have been issued that twenty-one collieries of the Philadelphia & Reading Coal & Iron Company shall not resume work on Jan. 1. How long these collieries, which are among the least profitable of the seventy owned by the company, will remain idle, will depend on circumstances. General Manager Whiting said to-day: "This movement is not an indication that the collieries named will be suspended indefinitely, even if the allotment system is adopted. We have some mines which have not been shipping for some time, but have been preparing for next summer's work. If the allotment system is adopted some of the collieries will undoubtedly be suspended indefinitely."

Rochester & Pittsburg.—Messrs. Walston H. Brown & Bros. have announced that subscriptions to the full amount of \$1,000,000 have been received under the new plan of reorganization of the Rochester & Pittsburg Railroad. This, it is believed, insures the success of the plan.

Richmond & West Point Terminal Co.—Holders of the \$2,000,000 trust loan notes are requested to present them to the Central Trust Company, and the principal and interest will be paid on and after January 2. The new trust certificates of the Richmond & West Point Terminal Co. have two years to run, and will bear interest at the rate of 7 per cent. The statement that this loan is an extension of one for a similar amount which matured January 1, is erroneous, although in some instances holders subscribed to the new issue.

Rome Watertown & Ogdensburg.—The following were gross and net earnings for October, the first month of the fiscal year:

	1884.	1883.	Increase.
Gross earnings.....	\$175,621	\$167,752	\$7,869
Operating expenses.....	97,342	92,489	4,852
Net earnings.....	\$78,279	\$75,262	\$3,016
Add rents.....	642	561	80
Net total.....	\$78,921	\$75,824	\$3,096
Deduct taxes.....	7,818	7,818	
	\$71,103	\$68,006	\$3,096

Southern Pacific.—The official earnings and expenses in the month of September, and for nine months, were as follows:

September.	1884.		1883.	
	Gross.	Net.	Gross.	Net.
So. Pac. of California....	\$334,352	\$133,633	\$338,737	\$140,014
So. Pac. of North Div'n....	150,010	63,360	127,374	63,393
So. Pac. of Arizona....	148,690	84,703	201,418	96,266
So. Pac. of New Mexico....	63,392	37,503	70,501	38,231
Jan. 1 to Sept. 30.				
So. Pac. of California....	\$2,674,629	\$953,493	\$3,114,281	\$1,366,274
So. Pac. of North Div'n....	1,069,967	447,907	960,315	472,484
So. Pac. of Arizona....	1,365,967	733,188	1,887,647	1,160,644
So. Pac. of New Mexico....	510,717	249,135	602,480	325,359

Southern Telegraph.—A. L. Boulware of Richmond has been appointed receiver for the Southern Telegraph Company by Judges Hughes and Bond of the United States Court in Virginia.

East Tennessee Virginia & Georgia Railroad.

Below we give in full the circular issued to the bondholders by the Funding Committee, dated Dec. 30, 1884.

To the Bondholders of the East Tennessee Virginia & Georgia Railroad Co.:

At a meeting of the Board of Directors of the East Tennessee Virginia & Georgia Railroad Company, held on December 19, 1884, the Finance Executive Committee was instructed to take the financial condition of the company into consideration and report the result of its deliberations to the board.

The committee submitted the following report, embracing a plan of adjustment of the finances of the company, which plan is herewith submitted for the consideration of the bondholders:

The liabilities of the company on Dec. 31, 1884, will be as follows:

Accrued interest on funded debt for the last half of 1884, being coupons and car trust certificates maturing Jan. 1, 1885.....\$597,835 32
[There is no floating debt; neither are there any assets in the company's treasury of sufficient value to be considered in this connection; all of the property and assets of the company being necessary for the judicious management and operation of its property.]
Cash on hand.....50,000 00

Balance.....\$547,835 32

The following is a statement of the bonded debt and all other obligations of the company, as of Jan. 1, 1885, and of the payments falling due in the year 1885:

No. Bonds.	Character of Bonds.	Date.	When Due.	Amount.	Rate Int.	Interest When Payable.	Annual Interest.	Annual Principal Payable 1885.
92	East Tenn. & Ga. RR. Co., State Indorsed	July 1, 1856	July 1, 1883	\$92,000 00	6	1st Jan. & July.	\$5,520 00	
147	East Tenn. & Va. RR. Co., do	May 1, 1856	May 1, 1883	147,000 00	6	1st May & Nov.	8,820 00	
*217	East Tenn. & Ga. RR. Co., 1st mortgage	Jan. 1, 1855	Jan. 1, 1885	217,000 00	6	1st Jan. & July.	13,020 00	
1	Do do do		July 1, 1880	1,000 00	6			
1	Do do do		May 1, 1882	1,000 00	6			
3,123	East Tenn. Va. & Ga. RR. Co., 1st mort.	July 1, 1870	July 1, 1900	3,123,000 00	7	1st Jan. & July.	218,610 00	
1	Do do (to U. S. Gov.) 2d M.	Jan. 1, 1872	Jan. 1, 1887	95,000 00	4	1st January.	3,800 00	
2,650	East Tenn. Va. & Ga. RR. Co., 1st mort.	July 1, 1880	July 1, 1910	2,650,000 00	5	1st Jan. & July.	132,500 00	
14,474	Do do do	July 1, 1880	July 1, 1930	14,674,000 00	5	1st Jan. & July.	733,700 00	
1,000	Alabama Central RR. Co., 1st mort....		July 1, 1913	1,000,000 00	6	1st Jan. & July.	60,000 00	
2,000	Cincinnati & Georgia Division.....	Mar. 1, 1883	Mar. 1, 1923	2,000,000 00	6	1st Mar. & Sept.	120,000 00	
				\$24,000,000 00			\$1,295,970 00	
	Car Trust Bonds (A).....	Oct. 1, 1882	{ Oct. 1, 1885, & to Oct. 1, '94 }	1,000,000 00	7		70,000 00	\$100,000 00
1,200	Debentures, \$1,000 each. (Five per cent of principal to be paid each six months, beginning (with last number) on June 1, 1885.....	June 1, 1884		1,200,000 00	6		70,200 00	120,000 00
	Car Trust "B" Notes payable in the fiscal year ending June 30, 1885.			29,766 75			18,896 73	29,708 75
	Car Trust "C" Notes do do do do			31,247 36			21,439 12	31,247 36
				\$26,260,954 11			\$1,476,505 83	\$280,954 11
								\$1,757,459 96

* These Bonds will be extended by the issue of 5s of 1880.

NOTE.—Payments on account of Car Trusts and Debentures will decrease annually until 1894, when they will cease.

As will be seen by the foregoing

The interest charges proper for the calendar year 1885, <i>etc.</i>	\$1,476,505 85
[This includes interest on car trusts and debentures.]	
To this must be added the principal due on car trusts and debentures in 1885.....	250,954 11
Making the total payments which will become due in '85, \$1,727,459 96	

Payments on similar accounts for the calendar year 1886, \$1,739,196 28; and for the year 1887, \$1,720,932 60; gradually decreasing until the debentures and car trusts being paid off in 1894, the total fixed charges for the year 1895 will be \$1,295,970.

EARNING CAPACITY OF THE ROAD.

The Company's revenue and expenses for the three years ending June 30, 1884, were as follows:

	1881-2.	1882-3.	1883-4.
Gross revenue.....	\$3,145,182 38	\$3,776,754 00	\$4,173,263 30
Operating expenses..	2,051,127 59	2,383,701 99	2,473,337 46
Net revenue...	\$1,094,354 79	\$1,393,052 01	\$1,699,925 84

EXPENDITURES FOR CONSTRUCTION, EQUIPMENT AND BETTERMENTS.

The actual cost of the 190 miles of the new roads constructed by the company has largely exceeded the estimated cost. The physical condition of the roads purchased by the company necessitated the expenditure of large sums in the improvement of roadway and track; the construction and reconstruction of bridge masonry and bridge superstructure. The facilities for the conduct of the company's business were entirely inadequate to the requirements of its increasing traffic, and had to be enlarged. Unfortunately the company did not fully provide for these expenditures, and the shrinkage of the value of its securities greatly aggravated the evil, and want of sufficient means has prevented the completion of necessary work on the new and old roads. This work can no longer be deferred.

The officers of the company estimate that in order to enable them to operate the road economically there must be expended, in the years 1885 and 1886, for construction and betterments, including steel rails, iron bridges, terminals, &c., the sum of \$1,117,217.

It is obvious that the present net revenues of the company are wholly inadequate to the company's requirements in respect to the necessary expenditures for construction, equipment and betterments.

To meet the charges shown above the Company has no resources but the net earnings of its property. These amounted, during the fiscal year ending June 30th, 1884, to about \$1,700,000 00; but the Committee preferred to base the plan which it presented upon the gross earnings as ascertained up to this date, and as estimated for the future. The gross earnings for the fiscal year ending June 30th, 1884, were \$4,173,263 30; but as it is reasonable to suppose that this property will share in the decline in tonnage and rates now affecting all other railroad properties, the Committee thought it prudent to deduct ten per cent from the gross earnings for the last fiscal year, and estimate the gross earnings for each of the calendar years of 1885 and 1886 at \$3,750,000. This rate of decrease is somewhat greater than the falling off in the last half of 1884, as compared with the last half of 1883, and while the Committee felt sanguine that this rate of decrease will not continue, but that, on the other hand, the earnings will show a material increase in the last half of 1885 and 1886, they did not feel it safe to base their calculations upon any such increase, nor upon any less rate of decline. The road can be operated and maintained in good condition for less than 60 per cent of this gross revenue, which would leave, at 40 per cent, net earnings for each of the calendar years of 1885 and 1886 of \$1,400,000. As the total payments during said years average about \$1,750,000, there will be a deficit in each year of \$350,000, or, including the present deficit, a total of about \$1,250,000, to and including January 1st, 1887. To this must be added about \$1,000,000, required by the General Manager for steel rails, iron bridges, and other needed improvements.

The committee further reported that to provide the necessary funds by means of temporary loans would be unwise, as it would not relieve the company of its embarrassments, nor place its finances upon a sound basis.

And that no additional mortgage can be created on account of the mortgage securing the income bonds.

The committee therefore recommended that the company secure the \$2,250,000 necessary to cover such deficit and make such improvements by asking the forbearance of the holders of all obligations except the divisional bonds, which are for small amounts and on separate portions of the property.

THE COMMITTEE RECOMMENDED

I. That the holders of the consolidated 5 per cent bonds be asked to fund four coupons, being those maturing January and July 1st, 1885, and January and July 1st, 1886, by depositing said four coupons with the Central Trust Company of New York, as trustee, and receiving instead the company's funded coupon bond dated July 1st, 1885, and bearing 6 per cent interest per annum from that date, payable semi-annually on the first day of January and July in each year, which bond shall run ten years from its date, and be redeemable at the pleasure of the company at par and accrued interest, after three years, on three months' notice; such funded coupon bond to be secured by the coupons so deposited, the lien of which will be in all respects preserved.

The total extension under this clause would be \$1,467,400.

II. That the holders of the \$2,000,000 of the Cincinnati & Georgia Division 1st mortgage 6 per cent bonds be asked to fund four coupons, by depositing with the Central Trust Company of New York, as trustee, said four coupons, being those maturing March and Sept. 1, 1885, and March and Sept. 1, 1886, and accepting in lieu thereof a funded coupon bond, based on and secured by such coupons, which bond shall be dated Sept. 1, 1885, and bear 6 per cent interest from said date, payable semi-annually on the first days of March and September in each year, and be payable in ten years from date, or at the option of the company—at par and matured interest—after three years, on three months' notice.

The total amount extended under this clause would be \$240,000.

III. That the holders of the debentures be asked to extend for ten years such of the debentures as fall due during the year 1885 and 1886, and to accept similar debentures running from five to ten years, for the interest on their debentures falling due during the years 1885 and 1886.

The total amount extended under this clause would be \$373,200.

IV. That an arrangement be made with the holders of the car trust certificates of the company, series A, for an extension for ten years of all payments of principal falling due in 1885 and 1886, being \$100,000 in each year.

The total amount extended under this clause would be \$200,000.

The committee reported that there are various amounts of the divisional bonds maturing during the years 1885, 1886 and 1887, but that provision was made for the issue of sufficient 5s of 1880, known as the divisional 5s, to pay the same at maturity.

The board at present represents a very large interest in the bonds of which it is proposed to fund coupons, but the committee recommended that additional representation should be provided for if desired.

The Committee believed it to be for the best interests of all the parties concerned to adopt this proposed plan, thus relieving the Company permanently of its financial embarrassments, and enabling it in the future to meet all of its obligations. The money which it is proposed to borrow from the bondholders will be expended in improving and in making additions to their property, thus enhancing the value of their security. The contemplated improvement of the condition of the Company's road will enable it to make large reductions in the operating expenses, and additional facilities for conducting its business will result in an increase of the gross revenues.

It is proper to call attention to the fact, that, owing to delay in completing important connecting roads, and the inability on the part of this Company from want of sufficient means to put its road in proper condition, it has so far failed to derive full benefit from the construction of its new lines and the extension of its old ones. These connections have now been perfected, proper traffic arrangements have been made, and it is reasonable to expect that with the renewal of the industries of the country the Company's system of roads will enjoy that measure of prosperity to which it is entitled by reason of its favorable geographical location and inherent strength.

The report of the Committee has been approved by the Board and the Executive Officers of the Company, and a Funding Committee of the Board instructed to take the necessary steps to carry the proposed plan into execution.

As it is desired to conclude the funding by February 10th, 1885, bondholders who assent to the proposed plan are requested to sign the enclosed form of assent, and mail it to the East Tennessee Virginia & Georgia Funding Committee, at room No. 27, No. 110 Broadway, where a member of the Committee will be ready at any time to give any further explanation or information desired.

When the requisite number of bondholders have given their assent to the plan, notice will be given of the time and place where bondholders may present their coupons for exchange into the Funded Coupon Bonds.

By order of the Board,

SAMUEL THOMAS,
President.

SAMUEL SHETHAR,
GEO. R. SHELTON,
E. H. R. LYMAN, } Funding Committee.

NEW YORK, December 30, 1884.

—The card of Messrs. Henry S. Ives & Co. is published in to-day's CHRONICLE. The gentlemen composing this firm are well and favorably known in the Street, and they invite the attention of parties desiring to open stock accounts.

—Any bank, corporation or firm requiring the services of a competent and trustworthy gentleman are referred to the advertisement in our columns to-day of Mr. Wm. H. Cooney, for thirty years connected with the Metropolitan National Bank of this city.

—Messrs. Winslow, Lanier & Co. announce in our advertising columns the interest and dividends payable in January at their banking house.

—Attention is called to the advertisement of Messrs. Kuhn, Loeb & Co., offering a limited amount of the Chicago Rock Island & Pacific first mortgage extension and collateral bond.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, January 2, 1885.

The volume of trade has been very good for a holiday week, and speculation in leading staples has at times displayed considerable spirit, a "corner" in Indian corn for prompt delivery being one of its features. There is great confidence in the prospects of business for the new year. Some relief to the country from the burdens of war taxes, under which it has been laboring, is universally conceded to be necessary, and plans for achieving this result may be agreed upon. The weather has been much milder, but is again cold to-day, and a severe storm in the trans-Mississippi region, extending from the Gulf to the Canada line, has caused floods, and obstructed railway transportation, besides doing some injury to winter wheat.

The speculation in lard futures has been rather dull, at variable prices, but on Wednesday there was an upward tendency, and to-day the early dealings were active at buoyant values. Toward the close, however, there was reaction toward lower values, and the close was at 7-05c. for January, 7-08c. for February and 7-15c. for March. Spot lard has been quite active and to-day was firmer, closing, however, somewhat unsettled at 6-95 to 7c. for prime city, 7-15 to 7-20c. for prime Western and 7-35 to 7-40c. for refined for the Continent. Pork has been in very good request at rather better prices, closing firm at \$12 50 to \$13 for mess and \$15 25 to \$16 for clear. Bacon remains dull at 6 1/4 to 7c. Pickled cut meats have been less active but firm at 6 1/2 to 6 3/4 c. for bellies, 5 1/2 to 5 3/4 c. for shoulders and 8 1/2 to 9c. for hams. The slaughter of swine at the principal points of the West for the season numbered 2,933,275 against 2,857,279 for the corresponding period of last season. Beef remains nominal. Beef hams are quoted \$18 50 to \$19. Tallow has been more active at 6c. Butter has continued to show an upward tendency, and creamery is quoted at 21 to 23c., but closes quiet. Cheese is firm at 9 to 13c. for State factory. The following is a comparative summary of aggregate exports from October 27 to Dec. 27.

	1884.	1883.	Dec. 2, 1885.
Pork, lbs.....	8,024,400	10,322,000	Dec. 2, 297,600
Bacon, lbs.....	73,948,888	89,355,592	Dec. 10, 357,704
Lard, lbs.....	48,970,412	52,145,331	Dec. 3, 174,919
Total.....	135,943,700	151,773,923	Dec. 15, 830,223

Brazil coffees have been quiet on the spot, but are quoted firm at the close at 9 1/4 c. for fair cargoes of Rio. The speculation has been sluggish and prices were drooping and unsettled, until to-day, when there was some recovery, and the close was with buyers at 8-05c. for Jan., 8-25c. for Feb., 8-40c. for March, 8-50c. for April and 8-60c. for May. Mild coffees have been active and close firm. Raw sugars sold fairly at times, but on the whole were rather dull; fair to good refining grades are still quoted at 4 1/4 to 4 1/2 c., and refined 6 1/2 to 6 3/4 c. for crushed, 6 1/2 c. for standard "A." There were considerable transactions in teas early in the week for March delivery at 23c. for standard Japans, and the close is firm.

Kentucky tobacco has ruled quiet and prices are nominally unchanged; lugs 7 to 8 1/2 c., leaf 8 1/2 to 10 1/2 c. Seed leaf has also remained very quiet, the sales for the week amounting to no more than 635 cases, including 285 cases 1883 crop, Pennsylvania, 8 1/2 to 25c.; 100 cases 1881 crop, do., 5 to 11c., and 250 cases sundries 5 to 23c.; also, 300 bales Havana 80c. to \$1 15, and 100 bales Sumatra \$1 30 to \$1 60.

Petroleum certificates have shown more strength, with increasing activity to the speculation, and the close to-day was at 74 1/2 to 75c. Refined in bbls. is firm at 7 1/2 c., and in cases 9 1/2 to 10 1/2 c., with naphtha nominal at 7 1/2 c. The was a movement in spirits turpentine early in the week, with an advance to 31 1/2 c. but the close is dull at 31c. and other naval stores are nearly nominal, with strained rosin quoted at \$1 25 to \$1 27 1/2. The demand for wool has been quite brisk for a holiday week and prices are very firmly maintained.

Metals have been without decided feature, except an upward turn in pig iron certificates. At to-day's exchange these were dull but steady at \$16 to \$16 25 bid, and \$17 to \$17 13 asked. Tin quiet but firm; spot closing 16-30c. asked, futures 16-15 to 16-30c. Tin plate steady at \$4 40 to \$4 57 1/2. Copper firmer: 10-65c. bid for Lake. Exports from U. S. 11 months of 1884: Ore, 30,692 tons; ingots, &c., 24,224,246 lbs.; sheets, 73,299 lbs. Lead dull. Spelter neglected.

Ocean freights show a considerable decline in rates to British ports, the speculation in wheat and corn checking shipments of these staples, except at reduced rates. On Wednesday the engagements embraced 176,000 bushels grain to London by steam at 5 1/4 d. for corn and 5 1/2 d. for wheat; and to-day to Liverpool the current rate for wheat was 5 1/2 d., with shipments to Glasgow at 6d. To Cork for orders a number of charters for grain have been recently reported at 4s. 9d. hence, and 4s. 6d. to 4s. 7 1/2 d. from Baltimore. Petroleum charters have continued quiet, but we notice a small bark refined to Waterford at 3s. to an English port, a large bark, 2s. 3d.; to Hull, another, 2s. 2d. Crude to Cette 2s. 9d.; refined to Antwerp 2s. 1 1/2 d.; cases to Bombay 37c.

COTTON.

FRIDAY, P. M., January 2, 1885.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Jan. 2), the total receipts have reached 151,075 bales, against 207,893 bales last week, 258,340 bales the previous week and 289,457 bales three weeks since; making the total receipts since the 1st of September, 1884, 3,691,516 bales, against 3,556,962 bales for the same period of 1883-84, showing an increase since September 1, 1884, of 134,554 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston....	3,516	3,831	1,780	83	482	887	10,579
Indianola, &c.	.....	.....	.....	.....	.....	393	393
New Orleans....	8,664	19,091	10,580	15,127	2,499	5,915	61,876
Mobile.....	2,592	5,859	989	1,234	995	441	12,110
Florida.....	.....	.....	.....	.....	.....	1,853	1,853
Savannah.....	3,669	3,241	2,278	3,737	2,675	2,507	18,107
Brunswick, &c.	.....	.....	.....	.....	.....	114	114
Charleston.....	2,787	1,964	1,300	1,522	842	1,146	9,511
Pt. Royal, &c.	.....	.....	.....	.....	.....	362	362
Wilmington.....	281	162	128	261	195	90	1,060
Morehead C. & E.	.....	.....	.....	.....	.....	350	350
Norfolk.....	4,268	5,226	3,880	2,777	2,031	1,091	19,073
West Point, &c.	.....	.....	.....	6,149	.....	2,310	8,799
New York.....	502	985	1,332	192	195	48	3,234
Boston.....	1,085	483	575	511	345	715	3,714
Baltimore.....	.....	.....	.....	.....	.....	800	800
Philadelph'a, &c.	11	1,965	22	122	.....	.....	2,120
Totals this week	27,338	42,787	22,724	31,955	10,259	19,022	154,075

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1884, and the stock to-night, and the same items for the corresponding periods of last year.

Receipts to January 2	1884-85.		1883-84.		Stock.	
	This Week.	Since Sep. 1, 1884.	This Week.	Since Sep. 1, 1883.	1885.	1884.
Galveston....	10,579	389,245	14,804	466,947	53,086	110,018
Indianola, &c.	393	9,749	112	7,758	18	.....
New Orleans....	61,876	1,168,959	52,227	1,120,529	419,940	487,513
Mobile.....	12,110	180,028	6,255	203,257	54,300	64,208
Florida.....	1,853	60,513	1,816	25,729	4,689	.....
Savannah.....	18,107	612,430	11,615	543,342	87,612	105,716
Brunswick, &c.	114	8,741	.....	6,522	.....	.....
Charleston.....	9,511	441,579	6,596	333,573	58,476	80,961
Pt. Royal, &c.	362	4,701	56	10,814	1,070	1,504
Wilmington.....	1,060	83,199	2,595	77,935	15,258	13,533
Morehead C. & E.	350	8,102	688	10,376	.....	.....
Norfolk.....	19,073	439,854	14,910	440,337	57,737	64,209
West Point, &c.	8,799	240,142	9,667	162,119	7,027	.....
New York.....	3,294	22,559	10,373	51,359	213,633	299,272
Boston.....	3,714	53,586	8,366	74,376	6,310	6,185
Baltimore.....	800	6,955	123	7,497	25,498	25,260
Philadelph'a, &c.	2,120	20,874	377	7,472	11,113	10,591
Total.....	154,075	3,691,516	140,612	3,556,962	1,015,767	1,269,070

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1885.	1884.	1883.	1882.	1881.	1880.
Galveston, &c.	10,972	14,916	39,524	14,295	19,071	7,010
New Orleans....	61,876	54,227	78,457	47,721	32,657	51,031
Mobile.....	12,110	6,253	10,474	7,127	9,163	13,342
Savannah.....	18,107	11,615	20,822	22,919	12,717	15,016
Charl'st'n, &c.	9,873	6,682	15,961	8,077	6,813	9,525
Wilm't'n, &c.	1,410	3,283	3,543	2,988	976	2,699
Norfolk, &c.	27,832	24,577	33,370	16,676	18,073	16,069
All others....	11,895	21,057	22,849	32,626	11,262	34,794
Tot. this w'k.	154,075	140,612	224,997	152,429	110,735	149,486

Since Sept. 1, 3,691,516 3,556,962 3,636,459 3,385,542 3,564,534 3,316,341
Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes West Point, &c.

The exports for the week ending this evening reach a total of 161,678 bales, of which 107,902 were to Great Britain, 17,220 to France and 36,556 to the rest of the Continent, while the stocks as made up this evening are now 1,015,767 bales. Below are the exports for the week and since September 1, 1884.

Exports from—	Week Ending Jan. 2.				From Sept. 1, 1884, to Jan. 2, 1885.			
	Great Brit'n.	France.	Continent.	Total.	Great Brit'n.	France.	Continent.	Total.
Galveston....	6,926	.....	.....	6,926	113,992	4,935	51,111	170,038
New Orleans....	34,132	13,589	14,545	62,266	331,176	174,417	113,510	704,017
Mobile.....	2,900	.....	.....	2,900	7,944	.....	.....	7,944
Florida.....	.....	.....	.....	.....	.....	.....	.....	.....
Savannah.....	11,734	.....	8,906	20,640	132,252	11,049	183,931	337,202
Charleston.....	8,412	1,800	6,050	16,262	121,925	19,237	113,510	250,672
Wilmington.....	.....	.....	1,813	1,813	30,960	.....	.....	30,960
Norfolk.....	22,032	.....	3,461	25,493	233,500	2,343	210,077	257,413
New York.....	9,034	1,331	1,781	12,706	215,383	24,979	90,205	230,514
Boston.....	.....	.....	.....	.....	6,888	64,532	.....	71,420
Baltimore.....	5,754	.....	.....	5,754	86,379	3,050	28,183	117,612
Philadelph'a, &c.	350	.....	.....	350	31,684	.....	3,616	35,504
Total.....	107,902	17,220	36,556	161,678	1,375,708	240,510	707,783	2,324,001
Total 1883-84	92,820	26,958	17,437	137,215	1,229,511	285,647	535,756	1,050,914

* Includes exports from Port Royal, &c.
+ Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

JAN. 2, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans....	75,473	35,937	12,697	1,682	125,789	294,151
Mobile.....	18,550	None.	700	3,100	22,750	31,550
Charleston.....	9,700	3,000	8,100	3,500	24,300	34,176
Savannah.....	8,100	None.	5,600	1,100	15,100	72,512
Galveston.....	19,609	2,263	3,619	2,167	27,658	25,424
Norfolk.....	25,585	1,699	None.	1,114	28,398	29,339
New York.....	1,300	None.	2,400	None.	3,700	209,933
Other ports.....	4,900	None.	1,100	None.	6,000	64,983
Total 1885.....	163,617	42,899	34,516	12,663	253,695	762,072
Total 1884.....	111,101	24,775	51,073	10,221	197,170	1,071,900
Total 1883.....	155,573	23,787	56,231	19,568	255,159	703,396

The speculation in cotton for future delivery at this market has been only moderately active for the week under review, and prices have been variable and unsettled. There was an early advance on Saturday, but it was not sustained; and on Monday, under a freer movement of the crop, there was a considerable decline. Tuesday had a buoyant opening, on the stronger accounts from Liverpool in the face of our decline, but later in the day most of the advance was lost, under the influence of rumors regarding the forthcoming crop estimate from the Bureau of Agriculture at Washington. This report appeared on Wednesday morning, pointing to a total yield of 5,580,000 bales, but under the very general expression of opinion that this is an underestimate, a sharp decline from the highest figures took place, under sales to realize, with the bull party little inclined to operate. To-day there was an early advance, owing to the reduced crop movement and firmer Liverpool advices. The speculation was dull, but toward the close there was a further improvement. As compared with last Friday there is a slight advance. Cotton on the spot was quiet throughout the week at unchanged price, but to-day there was an advance of 1-16c, middling uplands closing at 11 1/8c.

The total sales for forward delivery for the week are 317,700 bales. For immediate delivery the total sales foot up this week 1,534 bales, including — for export, 1,424 for consumption, 110 for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

Dec. 27 to Jan. 2.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y @	81 1/8	81 1/8	81 1/8	91 1/8	91 1/8	91 1/8	91 1/8	91 1/8	91 1/8
Strict Ord.	94	94	94	94	94	94	94	94	94
Good Ord.	101 1/8	101 1/8	101 1/8	105 1/8	105 1/8	105 1/8	105 1/8	105 1/8	105 1/8
Str. G'd Ord.	101 1/8	101 1/8	101 1/8	101 1/8	101 1/8	101 1/8	101 1/8	101 1/8	101 1/8
Low Midd'g	104	104	104	11	11	11	11	11	11
Str. L'w Mid	104 1/8	104 1/8	104 1/8	113 1/8	113 1/8	113 1/8	113 1/8	113 1/8	113 1/8
Middling...	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Good Mid	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Str. G'd Mid	117 1/8	117 1/8	117 1/8	121 1/8	121 1/8	121 1/8	121 1/8	121 1/8	121 1/8
Midd'g Fair	118 1/8	118 1/8	118 1/8	121 1/8	121 1/8	121 1/8	121 1/8	121 1/8	121 1/8
Fair	121 1/8	121 1/8	121 1/8	121 1/8	121 1/8	121 1/8	121 1/8	121 1/8	121 1/8
STAINED.									
Good Ordinary.....@ lb.	87 1/8	87 1/8	87 1/8	87 1/8	87 1/8	87 1/8	87 1/8	87 1/8	87 1/8
Strict Good Ordinary.....	94	94	94	94	94	94	94	94	94
Low Middling.....	91 1/8	91 1/8	91 1/8	91 1/8	91 1/8	91 1/8	91 1/8	91 1/8	91 1/8
Midling.....	109 1/8	109 1/8	109 1/8	109 1/8	109 1/8	109 1/8	109 1/8	109 1/8	109 1/8

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Ex- port.	Con- sump	Spec- u'l'n	Trans- sit.	Total.	Sales.	Deliv- eries.
Sat.	Dull but steady.	112	112	112	112	43,200	300	
Mon.	Dull and easier.	429	429	429	429	84,900	900	
Tues.	Firm	243	243	243	243	57,500	900	
Wed.	Quiet and steady	327	327	327	327	77,400	2,000	
Thurs.								
Fri.	Dull at 1 1/2 adv.	303	303	303	303	54,700	1,000	
Total.		1,424	1,424	1,424	1,424	317,700	5,100	

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In the statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.													
Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.
Saturday, Dec. 27— Sales total (range) (closing)	Dull. 43,200 11-15 11-17 11-20 11-23 11-25 11-28 11-30 11-31 11-32 11-33 11-34 11-35 11-36 11-37 11-38 11-39 11-40 11-41 11-42 11-43 11-44 11-45 11-46 11-47 11-48 11-49 11-50 11-51 11-52 11-53 11-54 11-55 11-56 11-57 11-58 11-59 11-60 11-61 11-62 11-63 11-64 11-65 11-66 11-67 11-68 11-69 11-70 11-71 11-72 11-73 11-74 11-75 11-76 11-77 11-78 11-79 11-80 11-81 11-82 11-83 11-84 11-85 11-86 11-87 11-88 11-89 11-90 11-91 11-92 11-93 11-94 11-95 11-96 11-97 11-98 11-99 12-00 12-01 12-02 12-03 12-04 12-05 12-06 12-07 12-08 12-09 12-10 12-11 12-12 12-13 12-14 12-15 12-16 12-17 12-18 12-19 12-20 12-21 12-22 12-23 12-24 12-25 12-26 12-27 12-28 12-29 12-30 12-31	Aver. 11-15 Aver. 11-16 Aver. 11-17 Aver. 11-18 Aver. 11-19 Aver. 11-20 Aver. 11-21 Aver. 11-22 Aver. 11-23 Aver. 11-24 Aver. 11-25 Aver. 11-26 Aver. 11-27 Aver. 11-28 Aver. 11-29 Aver. 11-30 Aver. 11-31 Aver. 11-32 Aver. 11-33 Aver. 11-34 Aver. 11-35 Aver. 11-36 Aver. 11-37 Aver. 11-38 Aver. 11-39 Aver. 11-40 Aver. 11-41 Aver. 11-42 Aver. 11-43 Aver. 11-44 Aver. 11-45 Aver. 11-46 Aver. 11-47 Aver. 11-48 Aver. 11-49 Aver. 11-50 Aver. 11-51 Aver. 11-52 Aver. 11-53 Aver. 11-54 Aver. 11-55 Aver. 11-56 Aver. 11-57 Aver. 11-58 Aver. 11-59 Aver. 11-60 Aver. 11-61 Aver. 11-62 Aver. 11-63 Aver. 11-64 Aver. 11-65 Aver. 11-66 Aver. 11-67 Aver. 11-68 Aver. 11-69 Aver. 11-70 Aver. 11-71 Aver. 11-72 Aver. 11-73 Aver. 11-74 Aver. 11-75 Aver. 11-76 Aver. 11-77 Aver. 11-78 Aver. 11-79 Aver. 11-80 Aver. 11-81 Aver. 11-82 Aver. 11-83 Aver. 11-84 Aver. 11-85 Aver. 11-86 Aver. 11-87 Aver. 11-88 Aver. 11-89 Aver. 11-90 Aver. 11-91 Aver. 11-92 Aver. 11-93 Aver. 11-94 Aver. 11-95 Aver. 11-96 Aver. 11-97 Aver. 11-98 Aver. 11-99 Aver. 12-00 Aver. 12-01 Aver. 12-02 Aver. 12-03 Aver. 12-04 Aver. 12-05 Aver. 12-06 Aver. 12-07 Aver. 12-08 Aver. 12-09 Aver. 12-10 Aver. 12-11 Aver. 12-12 Aver. 12-13 Aver. 12-14 Aver. 12-15 Aver. 12-16 Aver. 12-17 Aver. 12-18 Aver. 12-19 Aver. 12-20 Aver. 12-21 Aver. 12-22 Aver. 12-23 Aver. 12-24 Aver. 12-25 Aver. 12-26 Aver. 12-27 Aver. 12-28 Aver. 12-29 Aver. 12-30 Aver. 12-31	Monday, Dec. 28— Sales total (range) (closing)	Lower. 84,900 11-03 11-05 11-07 11-09 11-11 11-13 11-15 11-17 11-19 11-21 11-23 11-25 11-27 11-29 11-31 11-33 11-35 11-37 11-39 11-41 11-43 11-45 11-47 11-49 11-51 11-53 11-55 11-57 11-59 11-61 11-63 11-65 11-67 11-69 11-71 11-73 11-75 11-77 11-79 11-81 11-83 11-85 11-87 11-89 11-91 11-93 11-95 11-97 11-99 12-01 12-03 12-05 12-07 12-09 12-11 12-13 12-15 12-17 12-19 12-21 12-23 12-25 12-27 12-29 12-31 12-33 12-35 12-37 12-39 12-41 12-43 12-45 12-47 12-49 12-51 12-53 12-55 12-57 12-59 12-61 12-63 12-65 12-67 12-69 12-71 12-73 12-75 12-77 12-79 12-81 12-83 12-85 12-87 12-89 12-91 12-93 12-95 12-97 12-99 13-01 13-03 13-05 13-07 13-09 13-11 13-13 13-15 13-17 13-19 13-21 13-23 13-25 13-27 13-29 13-31 13-33 13-35 13-37 13-39 13-41 13-43 13-45 13-47 13-49 13-51 13-53 13-55 13-57 13-59 13-61 13-63 13-65 13-67 13-69 13-71 13-73 13-75 13-77 13-79 13-81 13-83 13-85 13-87 13-89 13-91 13-93 13-95 13-97 13-99 14-01 14-03 14-05 14-07 14-09 14-11 14-13 14-15 14-17 14-19 14-21 14-23 14-25 14-27 14-29 14-31 14-33 14-35 14-37 14-39 14-41 14-43 14-45 14-47 14-49 14-51 14-53 14-55 14-57 14-59 14-61 14-63 14-65 14-67 14-69 14-71 14-73 14-75 14-77 14-79 14-81 14-83 14-85 14-87 14-89 14-91 14-93 14-95 14-97 14-99 15-01 15-03 15-05 15-07 15-09 15-11 15-13 15-15 15-17 15-19 15-21 15-23 15-25 15-27 15-29 15-31 15-33 15-35 15-37 15-39 15-41 15-43 15-45 15-47 15-49 15-51 15-53 15-55 15-57 15-59 15-61 15-63 15-65 15-67 15-69 15-71 15-73 15-75 15-77 15-79 15-81 15-83 15-85 15-87 15-89 15-91 15-93 15-95 15-97 15-99 16-01 16-03 16-05 16-07 16-09 16-11 16-13 16-15 16-17 16-19 16-21 16-23 16-25 16-27 16-29 16-31 16-33 16-35 16-37 16-39 16-41 16-43 16-45 16-47 16-49 16-51 16-53 16-55 16-57 16-59 16-61 16-63 16-65 16-67 16-69 16-71 16-73 16-75 16-77 16-79 16-81 16-83 16-85 16-87 16-89 16-91 16-93 16-95 16-97 16-99 17-01 17-03 17-05 17-07 17-09 17-11 17-13 17-15 17-17 17-19 17-21 17-23 17-25 17-27 17-29 17-31 17-33 17-35 17-37 17-39 17-41 17-43 17-45 17-47 17-49 17-51 17-53 17-55 17-57 17-59 17-61 17-63 17-65 17-67 17-69 17-71 17-73 17-75 17-77 17-79 17-81 17-83 17-85 17-87 17-89 17-91 17-93 17-95 17-97 17-99 18-01 18-03 18-05 18-07 18-09 18-11 18-13 18-15 18-17 18-19 18-21 18-23 18-25 18-27 18-29 18-31 18-33 18-35 18-37 18-39 18-41 18-43 18-45 18-47 18-49 18-51 18-53 18-55 18-57 18-59 18-61 18-63 18-65 18-67 18-69 18-71 18-73 18-75 18-77 18-79 18-81 18-83 18-85 18-87 18-89 18-91 18-93 18-95 18-97 18-99 19-01 19-03 19-05 19-07 19-09 19-11 19-13 19-15 19-17 19-19 19-21 19-23 19-25 19-27 19-29 19-31 19-33 19-35 19-37 19-39 19-41 19-43 19-45 19-47 19-49 19-51 19-53 19-55 19-57 19-59 19-61 19-63 19-65 19-67 19-69 19-71 19-73 19-75 19-77 19-79 19-81 19-83 19-85 19-87 19-89 19-91 19-93 19-95 19-97 19-99 20-01 20-03 20-05 20-07 20-09 20-11 20-13 20-15 20-17 20-19 20-21 20-23 20-25 20-27 20-29 20-31 20-33 20-35 20-37 20-39 20-41 20-43 20-45 20-47 20-49 20-51 20-53 20-55 20-57 20-59 20-61 20-63 20-65 20-67 20-69 20-71 20-73 20-75 20-77 20-79 20-81 20-83 20-85 20-87 20-89 20-91 20-93 20-95 20-97 20-99 21-01 21-03 21-05 21-07 21-09 21-11 21-13 21-15 21-17 21-19 21-21 21-23 21-25 21-27 21-29 21-31 21-33 21-35 21-37 21-39 21-41 21-43 21-45 21-47 21-49 21-51 21-53 21-55 21-57 21-59 21-61 21-63 21-65 21-67 21-69 21-71 21-73 21-75 21-77 21-79 21-81 21-83 21-85 21-87 21-89 21-91 21-93 21-95 21-97 21-99 22-01 22-03 22-05 22-07 22-09 22-11 22-13 22-15 22-17 22-19 22-21 22-23 22-25 22-27 22-29 22-31 22-33 22-35 22-37 22-39 22-41 22-43 22-45 22-47 22-49 22-51 22-53 22-55 22-57 22-59 22-61 22-63 22-65 22-67 22-69 22-71 22-73 22-75 22-77 22-79 22-81 22-83 22-85 22-87 22-89 22-91 22-93 22-95 22-97 22-99 23-01 23-03 23-05 23-07 23-09 23-11 23-13 23-15 23-17 23-19 23-21 23-23 23-25 23-27 23-29 23-31 23-33 23-35 23-37 23-39 23-41 23-43 23-45 23-47 23-49 23-51 23-53 23-55 23-57 23-59 23-61 23-63 23-65 23-67 23-69 23-71 23-73 23-75 23-77 23-79 23-81 23-83 23-85 23-87 23-89 23-91 23-93 23-95 23-97 23-99 24-01 24-03 24-05 24-07 24-09 24-11 24-13 24-15 24-17 24-19 24-21 24-23 24-25 24-27 24-29 24-31 24-33 24-35 24-37 24-39 24-41 24-43 24-45 24-47 24-49 24-51 24-53 24-55 24-57 24-59 24-61 24-63 24-65 24-67 24-69 24-71 24-73 24-75 24-77 24-79 24-81 24-83 24-85 24-87 24-89 24-91 24-93 24-95 24-97 24-99 25-01 25-03 25-05 25-07 25-09 25-11 25-13 25-15 25-17 25-19 25-21 25-23 25-25 25-27 25-29 25-31 25-33 25-35 25-37 25-39 25-41 25-43 25-45 25-47 25-49 25-51 25-53 25-55 25-57 25-59 25-61 25-63 25-65 25-67 25-69 25-71 25-73 25-75 25-77 25-79 25-81 25-83 25-85 25-87 25-89 25-91 25-93 25-95 25-97 25-99 26-01 26-03 26-05 26-07 26-09 26-11 26-13 26-15 26-17 26-19 26-21 26-23 26-25 26-27 26-29 26-31 26-33 26-35 26-37 26-39 26-41 26-43 26-45 26-47 26-49 26-51 26-53 26-55 26-57 26-59 26-61 26-63 26-65 26-67 26-69 26-71 26-73 26-75 26-77 26-79 26-81 26-83 26-85 26-87 26-89 26-91 26-93 26-95 26-97 26-99 27-01 27-03 27-05 27-07 27-09 27-11 27-13 27-15 27-17 27-19 27-21 27-23 27-25 27-27 27-29 27-31 27-33 27-35 27-37 27-39 27-41 27-43 27-45 27-47 27-49 27-51 27-53 27-55 27-57 27-59 27-61 27-63 27-65 27-67 27-69 27-71 27-73 27-75 27-77 27-79 27-81 27-83 27-85 27-87 27-89 27-91 27-93 27-95 27-97 27-99 28-01 28-03 28-05 28-07 28-09 28-11 28-13 28-15 28-17 28-19 28-21 28-23 28-25 28-27 28-29 28-31 28-33 28-35 28-37 28-39 28-41 28-43 28-45 28-47 28-49 28-51 28-53 28-55 28-57 28-59 28-61 28-63 28-65 28-67 28-69 28-71 28-73 28-75 28-77 28-79 28-81 28-83 28-85 28-87 28-89 28-91 28-93 28-95 28-97 28-99 29-01 29-03 29-05 29-07 29-09 29-11 29-13 29-15 29-17 29-19 29-21 29-23 29-25 29-27 29-29 29-31 29-33 29-35 29-37 29-39 29-41 29-43 29-45 29-47 29-49 29-51 29-53 29-55 29-57 29-59 29-61 29-63 29-65 29-67 29-69 29-71 29-73 29-75 29-77 29-79 29-81 29-83 29-85 29-87 29-89 29-91 29-93 29-95 29-97 29-99 30-01 30-03 30-05 30-07 30-09 30-11 30-13 30-15 30-17 30-19 30-21 30-23 30-25 30-27 30-29 30-31 30-33 30-35 30-37 30-39 30-41 30-43 30-45 30-47 30-49 30-51 30-53 30-55 30-57 30-59 30-61 30-63 30-65 30-67 30-69 30-71 30-73 30-75 30-77 30-79 30-81 30-83 30-85 30-87 30-89 30-91 30-93 30-95 30-97 30-99 31-01 31-03 31-05 31-07 31-09 31-11 31-13 31-15 31-17 31-19 31-21 31-23 31-25 31-27 31-29 31-31 31-33 31-35 31-37 31-39 31-41 31-43 31-45 31-47 31-49 31-51 31-53 31-55 31-57 31-59 31-61 31-63 31-65 31-67 31-69 31-71 31-73 31-75 31-77 31-79 31-81 31-83 31-85 31-87 31-89 31-91 31-93 31-95 31-97 31-99 32-01 32-03 32-05 32-07 32-09 32-11 32-13 32-15 32-17 32-19 32-21 32-23 32-25 32-27 32-29 32-31 32-33 32-35 32-37 32-39 32-41 32-43 32-45 32-47 32-49 32-51 32-53 32-55 32-57 32-59 32-61 32-63 32-65 32-67 32-69 32-71 32-73 32-75 32-77 32-79 32-81 32-83 32-85 32-87 32-89 32-91 32-93 32-95 32-97 32-99 33-01 33-03 33-05 33-07 33-09 33-11 33-13 33-15 33-17 33-19 33-21 33-23 33-25 33-27 33-29 33-31 33-33 33-35 33-37 33-39 33-41 33-43 33-45 33-47 33-49 33-51 33-53 33-55 33-57 33-59 33-61 33-63 33-65 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36-99 37-01 37-03 37-05 37-07 37-09 37-11 37-13 37-15 37-17 37-19 37-21 37-23 37-25 37-27 37-29 37-31 37-33 37-35 37-37 37-39 37-41 37-43 37-45 37-47 37-49 37-51 37-53 37-55 37-57 37-59 37-61 37-63 37-65 37-67 37-69 37-71 37-73 37-75 37-77 37-79 37-81 37-83 37-85 37-87 37-89 37-91 37-93 37-95 37-97 37-99 38-01 38-03 38-05 38-07 38-09 38-11 38-13 38-15 38-17 38-19 38-21 38-23 38-25 38-27 38-29 38-31 38-33 38-35 38-37 38-39 38-41 38-43 38-45 38-47 38-49 38-51 38-53 38-55 38-57 38-59 38-61 38-63 38-65 38-67 38-69 38-71 38-73 38-75 38-77 38-79 38-81 38-83 38-85 38-87 38-89 38-91 38-93 38-95 38-97 38-99 39-01 39-03 39-05 39-07 39-09 39-11 39-13 39-15 39-17 39-19 39-21 39-23 39-25 39-27 39-29 39-31 39-33 39-35 39-37 39-39 39-41 39-43 39-45 39-47 39-49 39-51 39-53 39-55 39-57 39-59 39-61 39-63 39-65 39-67 39-69 39-71 39-73 39-75 39-77 39-79 39-81 39-83 39-85 39-87 39-89 39-91 39-93 39-95 39-97 39-99 40-01 40-03 40-05 40-07 40-09 40-11 40-13 40-15 40-17 40-19 40-21 40-23 40-25 40-27 40-29 40-31 40-33 40-35 40-37 40-39 40-41 40-43 40-45 40-47 40-49 40-51 40-53 40-55 40-57 40-59 40-61 40-63 40-65 40-67 40-69 40-71 40-73 40-75 40-77 40-79 40-81 40-83 40-85 40-87 40-89 40-91 40-93 40-95 40-97 40-99 41-01 41-03 41-05 41-07 41-09 41-11 41-13 41-15 41-17 41-19 41-21 41-23 41-25 41-27 41-29 41-31 41-33 41-35 41-37 41-39 41-41 41-43 41-45 41-47 41-49 41-51 41-53 41-55 41-57 41-59 41-61 41-63 41-65 41-67 41-69 41-71 41-73 41-75 41-77 41-79 41-81 41-83 41-85 41-87 41-89 41-91 41-93 41-95 41-97 41-99 42-01 42-03 42-05 42-07 42-09 42-11 42-13 42-15 42-17 42-19 42-21 42-23 42-25 42-27 42-29 42-31 42-33 42-35									

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Jan. 2), we add the item of exports from the United States, including in it the exports of Friday only.

	1885.	1884.	1883.	1882.
Stock at Liverpool.....bales.	691,000	679,000	710,000	519,000
Stock at London.....	47,000	56,000	83,000	42,200
Total Great Britain stock.	851,000	735,000	793,000	581,200
Stock at Hamburg.....	6,000	2,000	4,300	2,000
Stock at Bremen.....	33,500	55,500	42,700	42,700
Stock at Amsterdam.....	39,000	46,000	1,400	11,300
Stock at Rotterdam.....	7,000	8,000	3,400	620
Stock at Antwerp.....	3,000	3,500	800	2,090
Stock at Havre.....	187,000	125,000	145,000	117,000
Stock at Marseilles.....	4,000	7,000	3,900	3,400
Stock at Barcelona.....	38,000	45,000	42,000	21,500
Stock at Genoa.....	6,000	11,000	9,900	42,000
Stock at Trieste.....	5,000	8,000	6,200	3,150
Total Continental stocks.....	324,200	306,800	242,600	229,260
Total European stocks....	975,200	1,041,800	1,035,600	790,460
India cotton afloat for Europe.	67,000	129,000	100,000	114,000
Amer'n cotton afloat for Europe.	633,000	566,000	650,000	527,000
Egypt, Brazil, &c., afloat for Europe.	45,000	43,000	69,000	42,000
Stock in United States ports..	1,015,767	1,269,070	958,555	1,198,731
Stock in U. S. interior towns..	324,236	370,801	343,010	406,904
United States exports to-day..	12,000	25,000	37,000	19,600

Total visible supply.....3,094,233 3,444,671 3,193,165 3,102,695

Of the above, the totals of American and other descriptions are as follows:

American—	1885.	1884.	1883.	1882.
Liverpool stock.....bales	417,000	443,000	445,000	380,000
Continental stocks.....	205,000	220,000	148,000	109,000
American afloat for Europe..	633,000	566,000	650,000	527,000
United States stock.....	1,015,767	1,269,070	958,555	1,198,731
United States interior stocks..	324,236	370,801	343,010	406,904
United States exports to-day..	12,000	25,000	37,000	19,600

Total American.....2,629,033 2,893,871 2,581,535 2,641,235

East Indian, Brazil, &c.—

	1885.	1884.	1883.	1882.
Liverpool stock.....bales	187,000	236,000	265,000	139,000
London stock.....	47,300	56,000	83,000	42,200
Continental stocks.....	119,200	85,000	64,600	120,200
India afloat for Europe.....	67,000	129,000	100,000	114,000
Egypt, Brazil, &c., afloat.....	45,000	43,000	69,000	42,000

Total East India, &c.....465,200 550,800 611,600 461,460

Total American.....2,629,033 2,893,871 2,581,535 2,641,235

Total visible supply.....3,094,233 3,444,671 3,193,165 3,102,695

Price Mid. Up. Liverpool.... 6d. 5 1/2 d. 5 1/4 d. 6 1/2 d.

THE imports into Continental ports this week have been 92,000 bales.

The above figures indicate a decrease in the cotton in sight to-night of 350,418 bales as compared with the same date of 1884, a decrease of 98,912 bales as compared with the corresponding date of 1883 and a decrease of 8,442 bales as compared with 1882.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1883-4—is set out in detail in the following statement.

TOWNS.	Receipts for the week.	Receipts since Sept. 1, 1884.	Shipments for the week.	Shipments since Sept. 1, 1884.	Stock Jan. 2.	Stock Jan. 1, 1884.
Alabama.....	2,013	13,064	17	21,700	603	68,704
Arkansas.....	611	65,330	2,219	13,503	300	65,318
California.....	10,813	46,446	1,869	3,103	603	68,704
Colorado.....	10,813	46,446	1,869	3,103	603	68,704
Florida.....	10,813	46,446	1,869	3,103	603	68,704
Georgia.....	10,813	46,446	1,869	3,103	603	68,704
Illinois.....	10,813	46,446	1,869	3,103	603	68,704
Indiana.....	10,813	46,446	1,869	3,103	603	68,704
Iowa.....	10,813	46,446	1,869	3,103	603	68,704
Kansas.....	10,813	46,446	1,869	3,103	603	68,704
Kentucky.....	10,813	46,446	1,869	3,103	603	68,704
Louisiana.....	10,813	46,446	1,869	3,103	603	68,704
Michigan.....	10,813	46,446	1,869	3,103	603	68,704
Minnesota.....	10,813	46,446	1,869	3,103	603	68,704
Missouri.....	10,813	46,446	1,869	3,103	603	68,704
Montana.....	10,813	46,446	1,869	3,103	603	68,704
Nebraska.....	10,813	46,446	1,869	3,103	603	68,704
Nevada.....	10,813	46,446	1,869	3,103	603	68,704
New Hampshire.....	10,813	46,446	1,869	3,103	603	68,704
New Jersey.....	10,813	46,446	1,869	3,103	603	68,704
New Mexico.....	10,813	46,446	1,869	3,103	603	68,704
New York.....	10,813	46,446	1,869	3,103	603	68,704
North Carolina.....	10,813	46,446	1,869	3,103	603	68,704
Ohio.....	10,813	46,446	1,869	3,103	603	68,704
Oklahoma.....	10,813	46,446	1,869	3,103	603	68,704
Oregon.....	10,813	46,446	1,869	3,103	603	68,704
Pennsylvania.....	10,813	46,446	1,869	3,103	603	68,704
Rhode Island.....	10,813	46,446	1,869	3,103	603	68,704
South Carolina.....	10,813	46,446	1,869	3,103	603	68,704
South Dakota.....	10,813	46,446	1,869	3,103	603	68,704
Tennessee.....	10,813	46,446	1,869	3,103	603	68,704
Texas.....	10,813	46,446	1,869	3,103	603	68,704
Vermont.....	10,813	46,446	1,869	3,103	603	68,704
Virginia.....	10,813	46,446	1,869	3,103	603	68,704
Washington.....	10,813	46,446	1,869	3,103	603	68,704
West Virginia.....	10,813	46,446	1,869	3,103	603	68,704
Wisconsin.....	10,813	46,446	1,869	3,103	603	68,704
Wyoming.....	10,813	46,446	1,869	3,103	603	68,704
Total, all.....	71,726	1,093,934	85,768	349,488	69,408	2,164,537

* Stock actual count.

† Receipts this week include 8,898 bales received at compress from interior towns and not previously counted.

‡ This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 13,593 bales, and are to-night 44,515 bales less than at the same period last year. The receipts at the same towns have been 10,444 bales more than the same week last year, and since September 1 the receipts at all the towns are 70,603 bales less than for the same time in 1883-84.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending Jan. 2.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston...	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
New Orleans...	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Mobila...	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Savannah...	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Charleston...	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Wilmington...	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Norfolk...	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Boston...	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Baltimore...	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8
Philadelphia...	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
Augusta...	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Memphis...	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
St. Louis...	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Cincinnati...	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Louisville...	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the outports.

Week Ending—	Receipts at the Ports.	Stk at Interior Towns.	Rec'ts from Plant'ns.
	'82-'83. '83-'84. '84-'85.	'82-'83. '83-'84. '84-'85.	'82-'83. '83-'84. '84-'85.
Oct. 17.....	242,329 257,276 242,299	125,030 202,970 92,654	271,693 295,311 266,835
" 24.....	241,738 252,845 285,112	139,317 236,989 139,511	256,016 286,861 321,009
" 31.....	256,623 241,921 277,470	175,092 276,734 156,058	292,368 281,669 304,017
Nov. 7.....	262,251 267,604 257,041	211,740 313,249 174,996	298,899 304,119 275,979
" 14.....	250,151 242,078 269,114	244,123 348,939 198,970	291,537 272,758 268,688
" 21.....	242,169 222,510 258,774	259,175 359,748 226,539	257,321 238,329 236,343
" 28.....	255,097 222,185 284,692	275,700 374,594 297,133	271,692 237,001 322,286
Dec. 5.....	247,017 265,484 276,301	291,376 388,477 316,019	262,693 277,397 325,186
" 12.....	262,015 281,163 289,457	299,528 410,246 335,451	270,167 304,932 308,889
" 19.....	258,170 247,733 258,340	339,069 423,577 393,866	295,635 261,064 268,755
" 26.....	251,923 261,686 267,868	376,855 422,310 393,520	294,785 260,419 297,547
Jan. 2.....	234,997 140,612 154,075	3-3,647 407,974 349,488	228,790 126,976 140,048

The above statement shows—1. That the total receipts from the plantations since September 1, 1884, were 4,033,789 bales; in 1883-84 were 3,915,780 bales; in 1882-83 were 4,053,621 bales.

2.—That, although the receipts at the outports the past week were 154,075 bales, the actual movement from plantations was 140,043 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 126,276 bales and for 1883 they were 298,789 bales.

AMOUNT OF COTTON IN SIGHT JAN. 2.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to Dec. 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1884-85.	1883-84.	1882-83.	1881-82.
Receipts at the ports to Jan. 2	3,691,516	3,556,962	3,686,459	3,3-5,542
Interior stocks on Jan. 2 in excess of September 1.....	332,273	358,818	367,162	408,234
Tot. receipts from plantations	4,023,789	3,915,780	4,053,621	3,793,776
Net overland to December 1..	227,855	261,252	244,112	220,910
Southern consumption to Dec. 1	78,000	87,000	90,000	70,000
Total in sight January 2.....	4,329,644	4,264,032	4,357,733	4,084,686
Northern spinners' takings to January 2.....	683,161	908,913	868,843	907,764

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 65,612 bales, the decrease from 1882-83 is 55,089 bales, and the increase over 1881-82 is 244,938 bales.

WEATHER REPORTS BY TELEGRAPH.—There have been very heavy rains during the week at many points in the West and Southwest, the heaviest rainfall being at Shreveport 11 1/4 inches, Helena 9 7/8 inches, Vicksburg 8 8/9 inches and Galveston 7 4/8 inches. In other sections the rainfall has in general been light, with the weather turning colder as the week closes.

Galveston, Texas.—It has rained tremendously on six days of the week, the rainfall reaching seven inches and forty-three hundredths. Ice formed on one night. Average thermometer 57, highest 72 and lowest 29. Rainfall during December nine inches and forty-four hundredths.

Indianola, Texas.—We have had rain on five days of the week, the rainfall reaching one inch and thirteen hundredths. Ice formed on two nights. The thermometer has ranged from 25 to 76, averaging 48. The rainfall reached during December 25 to 76, averaging 48. The rainfall reached during December 25 to 76, averaging 48. The rainfall reached during December 25 to 76, averaging 48.

Palestine, Texas.—It has rained on four days of the week, the rainfall reaching two inches and fifty-eight hundredths. We have had ice on four nights. The thermometer has averaged 41, ranging from 14 to 92. December rainfall six inches and sixty-nine hundredths.

New Orleans, Louisiana.—It has rained on five days of the week, the rainfall reaching one inch and thirteen hundredths. The thermometer has averaged 59.

Shreveport, Louisiana.—We have had generally cloudy weather during the week, with six rainy days. The rainfall reached eleven inches and forty-four hundredths. Average thermometer 46, highest 70, lowest 20.

Vicksburg, Mississippi.—We have had an unusually severe storm during the week, and much damage, it is claimed, has been done. It has rained on five days, the rainfall reaching eight inches and eighty-nine hundredths, of which 6.12 inches fell in twenty-four hours. The tributary rivers are higher. The thermometer has ranged from 20 to 71. December rainfall twenty-one inches and seventy hundredths.

Columbus, Mississippi.—It has rained on two days of the week, the rainfall reaching one inch and one hundredth. December rainfall five inches and five hundredths.

Little Rock, Arkansas.—Telegram not received.

Helena, Arkansas.—We have had rain on five days, and the remainder of the week has been cloudy. The rainfall reached nine inches and seventy-one hundredths. We have had the heaviest rain for years. Clear and cold this morning. The thermometer has averaged 41, ranging from 16 to 60. Rainfall for December thirteen inches and forty-nine hundredths.

Memphis, Tennessee.—We have had very heavy rains on six days of the week, the rainfall reaching six inches and sixteen hundredths. The bad weather and holidays have checked receipts. The thermometer has averaged 44, ranging from 12 to 65. We had rain on twenty days during December, and the rainfall reached nine inches and fourteen hundredths. The thermometer averaged 41, and ranged from 8 to 68.

Nashville, Tennessee.—We have had rain on three days of the week, the rainfall reaching thirty-four hundredths of an inch. The thermometer has averaged 34, the highest being 67 and the lowest 13.

Mobile, Alabama.—It has been showery on three days of the week, the rainfall reaching twenty hundredths of an inch. The thermometer has averaged 54, the highest being 68 and the lowest 33. December rainfall five inches and seventeen hundredths.

Montgomery, Alabama.—It has rained on three days of the week, but at the close there is a favorable change. The rainfall reached thirty-six hundredths of an inch. Heavy frost today. Average thermometer 36, highest 51 and lowest 30. During the month of December the rainfall reached four inches.

Selma, Alabama.—It has rained very slightly on one day of the week. The thermometer has ranged from 20 to 65, averaging 40.

Auburn, Alabama.—It has been showery on five days of the week, the rainfall reaching four inches and seventy-eight hundredths. Average thermometer 50.7, highest 66 and lowest 28.

Madison, Florida.—We have had rain on one day of the week, the rainfall reaching three hundredths of an inch. The thermometer has averaged 58, the highest being 76 and the lowest 33.

Macon, Georgia.—It has rained constantly every day of the week. Cotton has been marketed closely, and the quantity remaining on the plantations is believed to be very small. The thermometer has averaged 51, the highest being 66 and the lowest 30. December rainfall three inches and eighty-five hundredths.

Columbus, Georgia.—We have had rain on two days of the week, the rainfall reaching fifty hundredths of an inch. Average thermometer 47, highest 64 and lowest 22. Rainfall for December four inches and forty-one hundredths.

Savannah, Georgia.—We have had rain on five days, and the remainder of the week has been cloudy. The rainfall reached fourteen hundredths of an inch. The thermometer has averaged 54, ranging from 33 to 71.

Augusta, Georgia.—The weather has been cloudy and threatening during the week, with light rain on five days, the rainfall reaching sixteen hundredths of an inch. The thermometer has ranged from 30 to 70, averaging 52. During the month of December the rainfall reached four inches and nineteen hundredths.

Atlanta, Georgia.—It has rained on four days of the week, the rainfall reaching ten hundredths of an inch. Average thermometer 46, highest 65 and lowest 26.

Charleston, South Carolina.—It has rained on two days of the week, the rainfall reaching eight hundredths of an inch. The thermometer has averaged 53, the highest being 68 and the lowest 33.

Stateburg, South Carolina.—We have had rain on three days, and the remainder of the week has been cloudy. The

rainfall reached twenty-four hundredths of an inch. Another cold wave is upon us. Average thermometer 49.1, highest 66 and lowest 28.

Wilson, North Carolina.—It has rained on two days, with a rainfall of forty-five hundredths of an inch. Snow fell here this week. The thermometer has averaged 47, the highest being 66 and the lowest 28.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock January 1, 1885, and January 3, 1884.

	Jan. 1, 85	Jan. 3, 84.			
	Feet	Inch.	Feet	Inch.	
New Orleans.....	Below high-water mark	10	5	8	6
Memphis.....	Above low-water mark	18	8	26	1
Nashville.....	Above low-water mark	5	2	16	5
Shreveport.....	Above low-water mark	20	7	12	11
Vicksburg.....	Above low-water mark	17	2	29	1

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have re-arranged our India service so as to make our reports more detailed and at the same time more accurate. We had found it impossible to keep out of our figures, as cable to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan now followed relieves us from the danger of this inaccuracy and keeps the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to Jan. 1.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year.	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1885	2,000	6,000	8,000	.....	.....	.....	17,000	.....
1884	7,000	16,000	23,000	7,000	16,000	23,000	30,000	30,000
1883	6,000	2,000	8,000	6,000	2,000	8,000	27,000	27,000
1882	7,000	10,000	17,000	7,000	10,000	17,000	31,000	31,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 13,000 bales, and a decrease in shipments of 15,000 bales, and the shipments since January 1 show a decrease of 23,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1885.....	.....	.....	.....	.....	.....	.....
1884.....	2,000	.....	2,000	2,000	.....	2,000
Madras—						
1885.....	.....	.....	.....	.....	.....	.....
1884.....	500	.....	500	500	.....	500
All other ports—						
1885.....	.....	.....	.....	.....	.....	.....
1884.....	.....	.....	.....	.....	.....	.....
Total all—						
1885.....	.....	.....	.....	.....	.....	.....
1884.....	2,500	.....	2,500	2,500	.....	2,500

The above totals for the week show that the movement from the ports other than Bombay is 2,500 bales less than same week last year. For the whole of India, therefore, the total shipments since January 1, 1885, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1885.		1884.		1883.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	8,000	.....	23,000	23,000	8,000	8,000
All other ports.....	.....	.....	2,500	2,500	6,000	6,000
Total.....	8,000	.....	25,500	25,500	14,000	14,000

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, December 31.	1884.		1883.		1882.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars)*—						
This week.....	132,000	.....	110,000	.....	140,000	.....
Since Sept. 1.....	2,133,000	.....	2,052,000	.....	1,626,000	.....
Exports (bales)—						
To Liverpool.....	33,000	180,000	13,000	142,000	9,000	125,000
To Continent.....	12,000	70,000	8,000	62,000	4,000	32,000
Total Europe.....	45,000	250,000	21,000	204,000	13,000	157,000

* A cantar is 98 lbs. † Two weeks.

This statement shows that the receipts for the two weeks ending Dec. 31 were 330,000 cantars and the shipments to all Europe 45,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet but steady. We give the prices for to-day below, and leave previous weeks' prices for comparison.

1884-5.						1883-4.					
32s. Op.		8 1/4 lbs. Shirts.		Oot'n Mid. Upl's		32s. Op.		8 1/4 lbs. Shirts.		Oot'n Mid. Upl's	
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Oct. 31	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Nov. 7	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
" 14	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
" 21	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
" 28	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Dec. 5	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
" 12	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
" 19	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
" 26	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Jan. 2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2

AGRICULTURAL DEPARTMENT REPORT.—The Agricultural Department at Washington issued on Dec. 30 its report on the yield of cotton as follows:

The December report of the Department of Agriculture indicates a smaller yield of cotton than the returns of condition in October. The October average was 74, against 63 in 1883, 83 in the great harvest of 1882, and 66 in the disastrous season of 1881. The returns of condition in October and of product in December have been unusually divergent this year. The first indicated a larger crop than last year; the latter a product slightly less, or about 98 per cent. The comparative decline is in the States West of Alabama. The comparison with last year is as follows: North Carolina, 100; South Carolina, 107; Georgia, 101; Florida, 103; Alabama, 105; Mississippi, 94; Louisiana, 98; Texas, 89; Arkansas, 99; Tennessee, 101. Applying these percentages to our figures for the crop of 1883 they indicate a product of 394,000 bales in North Carolina, 503,000 in South Carolina, 760,000 in Georgia, 60,000 in Florida, 661,000 in Alabama, 847,000 in Mississippi, 480,000 in Louisiana, 995,000 in Texas, 513,000 in Arkansas and 314,000 in Tennessee. The remaining territory will probably give about 50,000 bales. This makes an aggregate of 5,580,000 bales.

These figures are provisional and may be slightly modified by future returns. It is possible that the general disappointment at the outcome of the middle and top crop have made the December returns unusually conservative, but it is certain that the rate of yield will be much below the average.

In publishing the foregoing we think it incumbent on us to add that in our opinion the estimate here given is below the mark. We cannot find any ground for such an extensive crop failure as is thus represented. Since the first of December we have fortified our opinion by making inquiries from our many correspondents, and are persuaded that the yield must at least equal last year's, and in fact that it would be a very extreme minimum estimate to put it at last year's total.

JUTE BUTTS, BAGGING, &C.—The demand for bagging has been only of a jobbing character, buyers not caring to take any quantity until trade opens for the new year, and the orders are for present requirements. Prices continue steady, with sellers quoting 8 1/4 c. for 1 1/2-lb., 9 1/4 c. for 1 3/4-lb., 10 c. for 2-lb. and 10 1/2 c. for standard grades. There is little doing in butts, though there were sales of a few thousand bales of paper grades at 1 13-16 @ 1 1/8 c. while bagging qualities are held at 2 1/4 @ 2 1/2 c., at which the market closes steady.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.

A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement since September 1, 1884, and in previous years, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1884.	1883.	1882.	1881.	1880.	1879.
Sept'mb'r	345,443	343,812	326,658	429,777	458,478	333,643
October..	1,090,385	1,046,092	980,554	853,193	968,315	885,492
Novemb'r	1,122,164	1,030,380	1,094,697	974,043	1,008,501	942,272
Decemb'r	1,104,211	1,059,653	1,112,536	996,807	1,020,802	956,464
Total year	3,662,205	3,479,937	3,514,473	3,253,822	3,454,099	3,120,871
Per centage of total port receipts Dec. 31..	71.75	58.38	68.93	58.80	62.39	

This statement shows that up to Dec. 31 the receipts at the ports this year were 182,268 bales more than in 1883 and 147,732 bales more than at the same time in 1882. By adding to the above totals to December 31 the daily receipts since

that time, we shall be able to reach an exact comparison of the movement for the different years:

	1884-85.	1883-84.	1882-83.	1881-82.	1880-81.	1879-80.
Tot.Nv.30	2,557,994	2,420,284	2,401,937	2,257,015	2,433,297	2,164,407
Dec. 1....	51,576	32,561	40,400	36,867	26,617	52,479
" 2....	34,792	8.	30,633	51,332	29,216	30,886
" 3....	31,488	49,256	8.	34,006	48,897	23,110
" 4....	36,573	46,652	50,747	8.	30,346	25,675
" 5....	69,328	49,583	40,832	54,134	8.	49,608
" 6....	42,184	35,316	41,373	31,796	63,166	36,046
" 7....	8.	52,116	27,721	30,136	36,174	8.
" 8....	53,028	54,997	55,741	40,863	29,263	43,236
" 9....	35,689	8.	40,286	47,904	25,055	31,502
" 10....	29,964	57,783	8.	33,377	59,138	37,914
" 11....	43,651	40,030	48,904	8.	41,993	33,164
" 12....	84,643	34,347	34,205	50,059	8.	50,014
" 13....	31,338	35,221	40,107	30,942	42,522	37,733
" 14....	8.	58,665	37,112	32,913	30,654	8.
" 15....	56,658	40,736	63,378	36,960	33,332	45,251
" 16....	32,675	8.	36,531	51,325	40,454	30,412
" 17....	31,541	44,845	8.	28,929	49,541	32,588
" 18....	37,300	41,367	49,869	8.	39,64	30,473
" 19....	68,828	43,231	35,313	45,560	8.	42,450
" 20....	24,610	30,410	39,243	25,260	43,275	31,874
" 21....	8.	47,064	35,810	28,156	37,419	8.
" 22....	36,319	30,796	61,344	35,119	25,775	46,158
" 23....	49,116	8.	45,935	45,831	32,077	24,891
" 24....	26,457	46,558	8.	31,591	59,785	23,445
" 25....	27,170	32,705	50,255	8.	38,009	29,614
" 26....	53,191	24,523	33,039	33,552	8.	42,619
" 27....	27,328	24,033	32,017	23,940	49,702	29,995
" 28....	8.	43,051	35,045	43,358	26,613	8.
" 29....	42,787	21,548	50,626	24,990	29,021	30,953
" 30....	22,724	8.	53,911	43,193	17,399	26,918
" 31....	31,955	42,039	8.	24,709	33,582	20,456
Tot.De.31	3,662,205	3,479,937	3,514,473	3,253,822	3,454,099	3,120,871
Jan. 1....	10,259	19,952	49,368	8.	20,294	15,776
" 2....	19,022	18,203	35,183	28,836	8.	30,298
Total	3,691,516	3,518,097	3,599,327	3,282,658	3,474,393	3,166,955
Percentage of total port receipts Jan. 2.		72.53	59.79	69.54	59.15	63.31

This statement shows that the receipts since Sept. 1 up to to-night are now 173,419 bales more than they were to the same day of the month in 1881 and 92,189 bales more than they were to the same day of the month in 1883. We add to the table the percentages of total port receipts which had been received to January 2 in each of the years named.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 131,423 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday night of this week.

	Total bales.
NEW YORK—To Liverpool, per steamers Aurania, 1,338....	
Celtic, 1,754....City of Chicago, 1,698....Lake Nepegon, 1,114....Ptolemy, 1,187....	7,091
To Hull, per steamers Lepanto, 495....Marengo, 350....	
Essex, 1,158....	2,003
To Havre, per steamer Labrador, 1,831....	1,831
To Bremen, per steamer Eider, 75....	75
To Hamburg, per steamers California, 26....Moravia, 209....	226
To Amsterdam, per steamer Schiedam, 323....	323
To Antwerp, per steamer Rhynland, 721....	721
To Genoa, per steamer Maud Hartmann, 436....	436
NEW ORLEANS—To Liverpool, per steamers Enrique, 4,850....	
Explorer, 4,736....Humaco, 5,496....per ship Excelsior, 3,901....per bark Vallona, 2,838....	21,971
To Havre, per bark Inveresk, 2,689....	2,689
To Bremen, per steamer Scots Greys, 5,250....	5,250
To Hamburg, per steamer Glenista, 684....	684
To Sebastopol, per steamer Storm Queen, 5,250....	5,250
To Genoa, per steamer Resolute, 2,100....	2,100
CHARLESTON—To Liverpool, per steamer Froqueer, 3,568 Upland....	
per barks Emile, 1,350 Upland....Vesta, 1,902 Upland....	6,920
To Bremen, per steamers Eustace, 4,962 Upland and 17 Sea Island....Wellfield, 4,992 Upland....	9,071
To Sebastopol, per steamers Stella, 3,365 Upland....Wester-gate, 4,363 Upland....	7,730
SAVANNAH—To Liverpool, per steamer Shildon, 3,508 Upland....	
per bark Emma Marr, 2,609 Upland....	6,219
To Havre, per bark Sandvik, 1,900 Upland....	1,900
To Sebastopol, per steamer Oakdale, 3,640 Upland....	3,640
GALVESTON—To Liverpool, per steamer Neto, 2,949....per barks Jacob Aall, 1,600....Observant, 711....Ocean Racer, 639....	5,899
WILMINGTON—To Bremen, per bark Carl Max, 1,105....	1,105
NORFOLK—To Liverpool, per steamer Harrogate, 4,900....per ships Duchess of Edinburgh, 6,435....Ellen A. Read, 6,425....West Point, 5,114....Vesta, 2,935....	17,760
NEWPORT NEWS—To Liverpool, per steamer Waverly, 4,804....	4,804
BALTIMORE—To Liverpool, per steamers Barrowmore, 4,599....	
Mentmore, 3,203....	7,762
To Bremen, per steamer America, 878....	878
BOSTON—To Liverpool, per steamer Istrian, 1,827....	1,827
PHILADELPHIA—To Liverpool, per steamer Lord Gough, 1,388....	1,388
To Antwerp, per steamer Nederland, 1,158....	1,158
Total	131,426

The particulars of these shipments, arranged in our usual form, are as follows:

	Liver- pool.	Hull.	Havre.	Bremen dum & Ham- burg.	Ant- werp.	Sebas- topol.	Genoa.	Total
New York.	7,061	2,003	1,851	361	1,044	436	12,706	
N. Orleans.	21,871		2,669	5,331		5,250	37,824	
Charleston.	6,820			9,071		7,730	23,621	
Savannah.	6,219		1,900			5,840	11,759	
Galveston.	5,899						5,899	
Wilmington.				1,105			1,105	
Norfolk.	17,760						17,760	
West Point.	2,935						2,935	
Newport N.	4,804						4,804	
Baltimore.	7,762			878			8,640	
Boston.	1,827						1,827	
Philadelphia.	1,358				1,158		2,546	

Total.. 84,376 2,003 6,400 17,239 2,202 16,620 2,536 131,426

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest dates:

GALESTON—For Liverpool—Dec. 26—Steamer Simoon, 5,508.
NEW ORLEANS—For Liverpool—Dec. 26—Steamer Cadiz, 4,750....Dec. 27—Steamer Barcelona, 4,180....Dec. 29—Steamers California, 3,325; Milnesse, 5,340; Venezuela, 3,250.
FOR HAVRE—Dec. 26—Steamer Obok, 4,005.
FOR BREMEN—Dec. 26—Steamer Melapedia, 4,626....Dec. 29—Steamer Otway Tower, 4,500.
FOR BARCELONA—Dec. 27—Steamer Cristobal Colon, 5,620.
MOBILE—For Liverpool—Dec. 27—Bark Kentigern, 2,600.
SAVANNAH—For Liverpool—Dec. 27—Steamers Dunelm, 4,110; Everest, 4,444....Dec. 29—Bark Heisinger, 1,651....Dec. 31—Bark Estion, 1,529.
FOR BREMEN—Dec. 30—Steamer Storra Lee, 4,567.
FOR BARCELONA—Dec. 27—Steamer Wilton, 4,539.
CHARLESTON—For Liverpool—Dec. 27—Barks Argo, 2,001; C. F. Funch, 1,587; Solid, 1,516....Dec. 30—Ship Annie Bingay, 3,278.
FOR HAVRE—Dec. 27—Bark Sirena, 1,800.
FOR BARCELONA—Dec. 27—Steamer Llangorse, 4,350....Dec. 29—Bark Teresa Lyvico, 1,700.
WILMINGTON—For Bremen—Dec. 26—Bark Puenas, 1,813.
NORFOLK—For Liverpool—Dec. 26—Steamers Cacuna, 1,323; General Napier, 4,268; barks Matilda C. Smith, 2,347; Osberga, 4,246....Dec. 27—Steamer Elpis, 5,737.
FOR BREMEN—Dec. 30—Steamer Hermann, 3,461.
BOSTON—For Liverpool—Dec. 23—Steamer Missouri, 2,356....Dec. 24—Steamer Bavarian, 1,767....Dec. 26—Steamer Cephalonia, 552....Dec. 27—Steamer Roman, 2,193.
BALTIMORE—For Liverpool—Dec. 31—Steamer City of Turin, 1,232....Dec. 31—Steamers Circassian, 1,925; European, 2,156.
PHILADELPHIA—For Liverpool—Dec. 30—Steamer British Prince, 350.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

GALLEGO, steamer (Span.), from New Orleans for Liverpool, which put into Havana with loss of rudder, had completed repairs Dec. 23 and was ready to sail, when a fire broke out in her coal bunkers, caused by spontaneous combustion. It was extinguished. Her cargo was not damaged.
LORD O'NEILL, steamer (Br.), from Norfolk, Va., for Liverpool, arrived at Queenstown Dec. 29 with shaft broken, and in tow of steamer Normanton (Br.), Walker, from Liverpool for New York.
MARSHVILLE, steamer (Fr.), from New Orleans for Havre, arrived at Havre Nov. 18, making water in her stern tube. She went into dry dock. Her stern was broken, and her bottom requires new riveting.
ORSIN, steamer (Br.), from Charleston for Bremen, arrived in the Weser Dec. 8. She had to jettison about 50 bales of cotton from her deck-load during the voyage, being too crank.
OXENHOLME, steamer (B.), from New York for Liverpool, which arrived at Queenstown Dec. 19 on her beam ends, with cargo shifted, and which was towed ashore to prevent her sinking, was floated, and she arrived at Liverpool Dec. 23.
PRINCIPAL, steamer (Br.), from New York, which arrived at Antwerp Dec. 24, felt short of coal, and was obliged to burn a portion of her cargo to reach port.
SAPPHIRE steamer (B.), from New Orleans for Bremen, before reported ashore at Neuve Diep, could not on Dec. 17 be in a worse position for saving cargo; fish-men were picking up bales of cotton, thought to be from the deck-load. Some bales of her cotton had washed ashore on Terel, and over 100 bales reported picked up; it was thought the hatches had burst up.
Several bales of cotton were passed floating about near Norderney, by steamer Braunschweig (Ger.), which arrived at Bremen Dec. 10 from Baltimore.
Some bales of cotton have washed ashore, 41 bales on Ameland, 4 at Harlingen and 10 at Schiermonnikoog; some are marked apparently "J.F.N., U.S., S.W.P., and V.A.H." but the greater number are without visible marks. They probably are part of the cargo of steamer Tynemuth (Br.), stranded at Terschelling.
Thirteen bales of cotton have been picked up about in the neighborhood of Heligoland. A few of them are marked "U.Y.A., S.S.U., and M.O.Y." The marks on the rest cannot be deciphered.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes	Thurs.	Fri.
Liverpool, steam d.	13 ⁶⁴	31 ⁶	31 ⁶	31 ⁶		31 ⁶
Do sail....d.	....	....	....	....		....
Havre, steam....c.	13 ³²	13 ³²	13 ³²	13 ³²		13 ³²
Do sail....c.	....	....	....	....		....
Bremen, steam....c.	1 ²	1 ²	1 ²	71 ⁶ 53 ²		71 ⁶ 53 ²
Do sail....c.	....	....	....	....		....
Hamburg, steam....c.	11 ³²	11 ³²	11 ³²	11 ³²		11 ³²
Do sail....c.	....	....	....	....		....
Amst'dm, steam....c.	55 ¹	55 ¹	55 ¹	55 ¹		55 ¹
Do sail....c.	....	....	....	....		....
Beval, steam....d.	51 ⁶ 11 ³²	51 ⁶ 11 ³²	51 ⁶ 11 ³²	51 ⁶		51 ⁶
Do sail....c.	....	....	....	....		....
Barcelona, steam....c.	9 ³²	9 ³²	9 ³²	9 ³²		9 ³²
Genoa, steam....c.	1 ²	1 ²	1 ²	1 ²		1 ²
Trieste, steam....c.	19 ⁶⁴	19 ⁶⁴	19 ⁶⁴	19 ⁶⁴		19 ⁶⁴
Antwerp, steam....c.	31 ⁶	31 ⁶	31 ⁶	31 ⁶		31 ⁶

* Compressed.

† Per 100 lbs.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison,

	Dec. 12.	Dec. 19.	Dec. 26.	Jan. 2.
Sales of the week.....bales.	45,000	37,000	.....	*87,000
Of which exporters took.....	5,000	3,000	.....	3,000
Of which speculators took.....	5,000	1,000	.....	*6,000
Sales American.....	27,000	24,000	.....	*41,000
Actual export.....	10,000	11,000	.....	*17,000
Forwarded.....	42,000	39,000	.....	*43,000
Total stock—Estimated.....	508,000	529,000	.....	604,000
Of which American—Estim'd.....	316,000	335,000	.....	417,000
Total import of the week.....	163,000	195,000	.....	*194,000
Of which American.....	130,000	78,000	.....	*163,000
Amount afloat.....	296,000	328,000	.....	287,000
Of which American.....	284,000	307,000	.....	262,000

* For two weeks.

The tone of the Liverpool market for spots and futures each day of the week ending Jan. 2, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thurs'd'y	Friday.
12:30 P.M. {	Steady.	Quiet.	Firm.	.....	Steady.
Mid. Up'l's {	6	6	6	.....	6
Mid. Or'l's {	6 ³ / ₄	6 ³ / ₄	6 ³ / ₄	.....	6 ³ / ₄
Sales {	10,000	8,000	10,000	.....	8,000
Spec. & exp. {	1,000	500	500	.....	1,000
Futures {
12:30 P.M. {
5 P.M. {

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d., and 6 03 means 6 3-64d.

	Sat. Dec. 27.	Mon., Dec. 29.	Tues., Dec. 30.
	Open High Low. Clos.	Open High Low. Clos.	Open High Low. Clos.
December.....	d. d. d. d.	d. d. d. d.	d. d. d. d.
Dec.-Jan....	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
Jan.-Feb....	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
Feb.-March..	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
March-Apr..	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
April-May..	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
May-June..	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
June-July..	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
July-Aug....	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
Aug.-Sept..	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
Sept.-Oct..	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
Oct.-Nov....	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50

	Wednes., Dec. 31.	Thurs., Jan. 1.	Fri., Jan. 2.
	Open High Low. Clos.	Open High Low. Clos.	Open High Low. Clos.
December.....	d. d. d. d.	d. d. d. d.	d. d. d. d.
Dec.-Jan....	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
Jan.-Feb....	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
Feb.-March..	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
March-Apr..	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
April-May..	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
May-June..	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
June-July..	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
July-Aug....	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
Aug.-Sept..	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
Sept.-Oct..	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50
Oct.-Nov....	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50	5 50 5 50 5 50 5 50

BREADSTUFFS.

FRIDAY, P. M., January 2, 1885.

The increased firmness in the market for wheat flour noted in our last has been followed during the past week by a general advance in prices, amounting in some cases to fully 25c. per bbl., or in that proportion for sacks. The demand early in the week was very active, but as prices improved there was less doing, but this was in part due to the New Year holiday. It is believed that the severe cold in the Northwest has restricted production to some extent. Rye flour and corn meal, though firmer, have not recovered the recent decline, but buckwheat flour has done rather better.

The wheat market has attracted much speculative interest causing a sharp advance in prices. Foreign advices and Western accounts have alike been regarded as more favorable, and the general situation, as it is likely to affect the future of values, is believed to have improved. On Monday and Tuesday there was much excitement, the "short interest" covering contracts very freely, and there was much buying for the rise. On Wednesday, the eve of the New Year holiday, the demand was less urgent and the close was at a considerable reduction

from the best prices of Tuesday. To-day there was a renewal of speculative activity and buoyancy, on reports of damage to the winter wheat by the weather in the Northwest, together with smaller stocks and higher prices abroad.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
In elevator.....	84½	86	87	87	88	89
January delivery.....	83	84½	85½	85½	86	88
February delivery.....	85	86½	87½	87½	88½	89½
March delivery.....	87½	88½	89½	89½	91½	91½
April delivery.....	89½	90½	91½	91½	93½	93½
May delivery.....	91	92½	93½	93	95½	95½
June delivery.....			94			96

The chief feature to the speculation in Indian corn has been the "corner" on December contracts, which on Monday carried the price for No. 2 mixed for prompt delivery to 61c., and on Tuesday to 75c., at which the market closed on Wednesday. Other grades and more distant deliveries were slightly firmer, but did not sympathize with the fictitious price to any material extent. To-day corn on the spot was held higher and futures were generally better, with brisk dealings on January and February contracts.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
In elevator.....	53½	60	75	75	75	54½
December delivery.....	56	61	75	75	75	54½
January delivery.....	48½	48½	48½	48½	49½	49½
February delivery.....	47	47½	47½	47½	48½	48½
March delivery.....	47½		47½	47½	48	48
April delivery.....						48
May delivery.....	46½	46½	47	47½		

Rye is slightly firmer, in sympathy with wheat, but has remained quiet. Barley has had a moderate sale at about steady prices, but closes dull. Oats were in brisk speculative request early in the week and prices advanced ½c. per bushel, but the movement subsided on Wednesday, and part of the advance was lost. To-day there was a stronger market for lots on the spot, but futures were without improvement and rather quiet. No. 2 mixed closing at 34½c. for January, 34½c. for February and 35½c. for May.

The following are closing quotations:

FLOUR.		GRAIN.	
Superfine.....	2 40 @ 3 10	No. 2 Southern bakers' and family brands.....	4 65 @ 5 25
Spring wheat extras.....	2 80 @ 3 3	Rye flour, superfine.....	3 20 @ 3 50
Min. clear and strat.....	3 60 @ 5 00	Corn meal—	
Winter shipping extras.....	2 8½ @ 3 35	Western, &c.....	3 00 @ 3 25
Winter XX.....	4 00 @ 5 15	Brandywine, &c.....	3 30 @ 3 3
Patents.....	5 0 @ 5 1	No. 2 Canada.....	73 @ 76
City shipping ex.....	3 00 @ 4 60	100 lbs.....	2 00 @ 2 15
South'n ship'g extras.....	3 10 @ 4 35		
Wheat—		Eye—Western.....	60 @ 61
Spring, per bush.....	72 @ 92	State.....	65 @ 67
Spring No. 2.....	83 @ 85	Oats—Mixed.....	32½ @ 35
Red winter, No. 2.....	84 @ 86	White.....	34½ @ 38
Red winter.....	73 @ 93	No. 2 mixed.....	34½ @ 31½
White.....	8½ @ 89	No. 2 white.....	36 @ 36½
Corn—West. mixed.....	46 @ 54½	Barley—No. 1 Canada.....	48 @ 50
West. mix. No. 2.....	53 @ 54½	Back wheat.....	80 @ 83
West. white.....	59 @ 51	No. 2 Canada.....	73 @ 76
White Southern.....	49 @ 52	State, two-rowed.....	53 @ 58
Yellow Southern.....	49 @ 51	State, six-rowed.....	66 @ 70

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending Dec. 27 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 100 lbs.	Bush. 90 lbs.	Bush. 56 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bush. 54½
Chicago.....	45,197	742,240	707,233	271,389	197,873	22,804
Minneapolis.....	64,011	402,441	9,600	23,100	64,227	2,420
Toledo.....	8,090	94,205	39,797	2,169	2,300	3,447
Detroit.....	1,661	63,052	38,791	14,033	22,937	.....
Cleveland.....	2,020	33,500	6,500	18,000	75	.....
St. Louis.....	15,703	138,100	595,225	66,800	45,600	3,500
Peoria.....	700	1,503	148,300	100,400	12,600	5,500
Duluth.....		380,090	.....	.....	.....	.....
Tot. wk. '84.....	133,552	1,861,237	1,719,433	635,948	345,618	37,471
Same wk. '83.....	150,651	1,258,594	2,147,791	634,624	322,875	124,236
Same wk. '82.....	200,371	1,500,638	2,540,230	1,759,340	533,893	99,047
Since July 25.....						
1884.....	4,743,625	71,149,374	38,438,422	29,870,886	9,559,389	3,290,305
1883.....	4,431,837	50,595,840	51,909,005	31,908,319	11,490,316	5,188,534
1882.....	4,567,436	50,817,119	33,475,551	25,301,005	8,934,228	2,401,070

The exports from the several seaboard ports for the week ending Dec. 27, 1884, are shown in the annexed statement:

Exports from—	Wheat.	Corn.	Flour.	Oats.	Rye.	Peas.
	Bush.	Bush.	Bbls.	Bush.	Bush.	Bush.
New York.....	678,550	378,917	86,610	81,760	12,836	830
Boston.....	59,961	52,445	360	.....	.....	5,797
Portland.....				.....	.....	.....
Montreal.....				.....	.....	.....
Philadel.....	136,428	200,672	2,364	.....	.....	.....
Baltimore.....	441,204	229,485	6,529	.....	.....	.....
N. Orleans.....		95,492	385	.....	50,100	.....
N. News.....	79,200	.....	.....	.....	.....	.....
Total wk. '84.....	1,395,743	957,011	127,779	81,760	69,236	6,627
Same time 1883.....	351,877	453,141	100,522	438	26,041	40,001

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1884. Week. Dec. 27.	1883. Week. Dec. 29.	1884. Week. Dec. 27.	1883. Week. Dec. 29.	1884. Week. Dec. 27.	1883. Week. Dec. 29.
Un. King.....	95,492	60,159	727,703	301,117	685,868	248,393
Contin'nt.....	4,439	14,469	687,978	50,760	182,432	186,714
S. & C. Am.....	9,757	5,468	60	.....	78,812	8,759
W. Indies.....	9,082	11,990	.....	.....	9,409	6,245
Brit. Col'n's.....	8,612	7,840	.....	.....	490	3,000
Oth. coun'ts.....	347	596	.....	.....	.....	.....
Total.....	127,779	100,522	1,395,743	351,877	957,011	453,141

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season:

Exports since Aug. 25, to—	Flour.		Wheat.		Corn.	
	1884. Aug. 25 to Dec. 27.	1883. Aug. 27 to Dec. 29.	1884. Aug. 25 to Dec. 27.	1883. Aug. 27 to Dec. 29.	1884. Aug. 25 to Dec. 27.	1883. Aug. 27 to Dec. 29.
Un. Kingdom.....	1,947,502	1,985,231	10,935,222	10,412,643	5,737,975	11,891,360
Continent.....	190,183	142,252	12,263,183	6,121,205	1,130,691	3,082,211
S. & C. Am.....	233,829	27,942	34,903	537	406,081	420,126
West Indies.....	305,366	294,619	.....	21,538	132,188	168,349
Brit. Col'n's.....	295,217	272,647	146	8,010	38,979	76,848
Oth. coun'ts.....	12,473	14,376	16,718	600	53,070	106,125
Total.....	3,004,590	2,937,087	23,270,154	16,591,593	7,406,984	15,783,961

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Dec. 27, 1884, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	8,992,512	355,979	654,986	189,370	65,441
Do. afloat (est.).....	112,613	117,280	.....	184,490	224,538
Albany.....	1,600	26,000	50,000	167,000	13,307
Buffalo.....	2,455,600	21,000	10,000	350,000	27,000
Chicago.....	13,479,785	1,475,219	489,431	86,372	104,403
Newport News.....	238,180	.....	.....	.....	.....
Milwaukee.....	3,610,190	.....	4,475	93,861	15,111
Duluth.....	4,433,370	.....	.....	.....	.....
Toledo.....	2,805,735	31,205	28,466	.....	58,663
Detroit.....	549,743	21,853	8,007	9,825	467
Oswego.....	212,010	110,951	.....	520,259	2,200
St. Louis.....	2,502,253	357,184	65,690	44,630	39,814
Cincinnati.....	51,974	12,498	52,011	41,507	7,510
Boston.....	145,961	491,728	484,191	33,108	2,009
Toronto.....	188,579	1,179	875	123,221	1,101
Montreal.....	28,333	2,562	6,555	38,770	3,374
Philadelphia.....	1,108,131	120,933	99,410	.....	.....
Peoria.....	7,922	8,054	89,008	368	1,695
Indianapolis.....	59,100	6,400	162,500	.....	2,000
Kansas City.....	841,609	55,335	2,012	.....	1,370
D. W. M. Miss. Appl.....	871,190	3,626,6	4,769	.....	31,256
On rail.....	396,932	90,440	158,052	70,005	22,211

T. & D. Dec. 27, '84.....	43,382,190	4,124,812	2,319,974	1,935,587	624,343
T. & D. Dec. 27, '84.....	43,968,451	4,326,792	2,500,948	1,956,854	635,636
Tot. Dec. 27, '83.....	3,507,400	9,691,041	6,239,342	3,292,196	2,673,349
T. & D. Dec. 30, '82.....	21,048,017	9,101,137	4,423,374	3,010,154	1,477,085
T. & D. Dec. 31, '81.....	17,762,769	16,861,137	2,747,274	2,972,274	1,301,723

* December 20.

THE DRY GOODS TRADE.

FRIDAY, P. M., January 2, 1885.

The market for dry goods has been characterized by the same general features usually witnessed at the close of the year. But little new business was done by the commission houses, local jobbers being too busily engaged in taking account of stock and making up their semi-annual balance sheets to bestow much attention upon merchandise, and out-of-town buyers were so sparsely represented in the market that their joint operations were only moderate in amount. Toward the close of the week there was, however, a freer movement in certain fabrics on account of former transactions, and in this connection very considerable quantities of staple cotton goods, shirting prints, lawns, piques, etc., were distributed among local jobbers and forwarded to remote markets in the interior. In accordance with usual custom, and as a preliminary to "stock-taking," some of the leading jobbers effected liberal sales of domestics, prints, gingham, dress goods, etc., by means of low prices; but the jobbing trade in the regular way was of limited dimensions.

DOMESTIC COTTON GOODS.—There was a meagre demand for plain and colored cottons at agents' hands, both jobbers and the manufacturing trade having seemingly resolved to defer operations until later on. Some large blocks of goods were charged up by agents, and delivered to local and interior jobbers on account of former transactions, but new business was light and unimportant. Cottonades, camlets, and woven

and printed chevrets were more sought after by Southern and Southwestern buyers, but only a moderate business in these goods was reported. Print cloths ruled quiet, and 64x64 "spots" were a trifle easier, closing at 3 3-16c. *flat*, but 64x64 "futures" remained steady at 3 3/4c., and 56x60's were unchanged at 2 13-16c. Prints were mostly quiet as regards new business, but large deliveries of shirting styles were made in execution of back orders, and such was the case with printed lawns and piques. Gingham and wash fabrics were in fair demand in this market, and considerable orders were placed for desirable makes through the medium of salesmen on the road.

DOMESTIC WOOLEN GOODS.—Although there was a fair movement in certain makes of worsted suitings and coatings (also choice all-wool cassimeres and trousers), in execution of former orders, the general demand for clothing woolens was conspicuously light and discouraging to both manufacturers and their agents. The clothing trade are not only cautious, but apathetic, and jobbers are placing orders for spring woolens in the most conservative manner. The results of the past year's business have been unsatisfactory to most manufacturers of men's wear woolens, but a few of the best appointed and most ably directed worsted mills have probably returned a fair profit on the capital invested. Jersey cloths continued in pretty good demand by the manufacturing trade, but there was a comparatively small business in cloakings, tricots and sackings, while other woolens adapted to the wants of dry goods jobbers, as flannels, blankets, worsted dress goods, shawls, skirts, etc., continued in very light demand at first hands, but fairly steady in price.

FOREIGN DRY GOODS ruled very quiet in the hands of importers as regards personal selections, and the order demand was almost wholly restricted to small lots of specialties actually needed for the renewal of assortments. Importations are coming forward slowly, and there is ample reason for the belief that orders for the spring trade have been placed in the European markets with a much greater degree of caution than in former years. The jobbing trade was mostly quiet, but a fair distribution of assorted goods was made (at low figures) by a few leading firms, who make a point of offering extra inducements at the close of the year in order to get rid of their surplus stocks.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Jan. 1, 1885, and since January 1, and the same facts for the corresponding periods are as follows:

ENTERED ON CONSIGNMENT FOR FIREWHEEL AND SINKER, JANUARY 1, 1885 AND 1886															
Week Ending Jan. 3, 1884				Since Jan. 1, 1884.				Week Ending Jan. 1, 1885.				Since Jan. 1, 1885			
Progs.		Value.		Progs.		Value.		Progs.		Value.		Progs.		Value.	
Manfactures of—															
Wool.....		878	364,918	878		364,918	559		233,920	559		233,920	1,308		548,838
Silk.....		2,108	727,042	2,108		727,042	795		440,322	795		440,322	1,308		548,838
Flax.....		1,430	702,462	1,430		702,462	792		440,322	792		440,322	1,308		548,838
Woolen goods.....		2,745	137,174	2,745		137,174	982		120,986	982		120,986	792		120,986
Total.....		8,079	2,174,563	8,079		2,174,563	4,341		1,380,266	4,341		1,380,266	4,341		1,380,266
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET															
Manfactures of—															
Cotton.....		94	40,930	94		40,930	144		53,384	144		53,384	190		78,384
Silk.....		272	119,977	272		119,977	399		108,673	399		108,673	68		3,614
Flax.....		114	75,018	114		75,018	68		31,640	68		31,640	304		89,711
Woolen goods.....		536	17,622	536		17,622	926		13,723	926		13,723	226		2,671
Total.....		1,253	235,170	1,253		235,170	941		267,143	941		267,143	4,341		1,380,266
Total on consignment for consumer.....		8,079	2,174,563	8,079		2,174,563	4,341		1,380,266	4,341		1,380,266	4,341		1,380,266
Total on market.....		5,302	2,460,763	5,302		2,460,763	5,282		1,617,400	5,282		1,617,400	5,282		1,617,400
ENTERED FOR WAREHOUSE DURING SAME PERIOD.															
Manfactures of—															
Wool.....		414	159,691	414		159,691	311		121,057	311		121,057	469		150,764
Cotton.....		384	125,492	384		125,492	469		181,764	469		181,764	301		108,683
Silk.....		226	97,385	226		97,385	301		108,683	301		108,683	301		108,683
Flax.....		240	61,135	240		61,135	330		52,135	330		52,135	301		108,683
Woolen goods.....		740	17,937	740		17,937	1,387		9,926	1,387		9,926	3,076		92,949
Total.....		2,044	491,951	2,044		491,951	4,387		576,448	4,387		576,448	4,387		576,448
Total on consignment.....		8,079	2,174,563	8,079		2,174,563	4,341		1,380,266	4,341		1,380,266	4,341		1,380,266
Total at the port.....		16,153	2,666,514	16,153		2,666,514	8,728		1,935,714	8,728		1,935,714	8,728		1,935,714

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports for the years 1884 and 1883:

	Week ending Dec. 30.	Year 1884.	Year 1883.
Ashes, pots		1,332	1,559
Ashes, pearls		178	208
Beeswax.....lbs.		10,844	18,458
Breadstuffs.....			
Flour, wheat.....bbls.	100,802	4,738,815	5,393,004
Flour, rye.....bbls.	26	4,193	4,158
Corn meal.....bbls.	1,489	113,187	121,405
Wheat.....bush.	511,046	26,749,998	20,246,320
Rye.....bush.	13,040	4,424,187	4,611,241
Oats.....bush.	31,170	2,482,831	162,120
Barley.....bush.		94,285	10,067
Peas.....bush.	642	17,474	19,673
Corn.....bush.	296,506	11,804,947	24,869,340
Candles.....pkgs.	654	51,576	50,484
Coal.....tons.	60	66,363	71,059
Cotton.....bales.	14,820	698,010	658,387
Domestics.....pkgs.	2,446	135,783	142,518
Hay.....bales.	455	7,753	124,522
Hops.....bales.	687	56,597	32,420
Naval Stores.....			
Crude turpentine.....bbls.	-----	700	377
Spirits turpentine.....bbls.	50	17,340	52,776
Kosin.....bbls.	1,283	235,973	238,234
Far.....bbls.	96	9,529	9,783
Pitch.....bbls.	93	6,673	6,882
Oil cake.....cwt.	18,520	2,129,422	2,492,375
Oils.....			
Whale.....gals.	120	58,869	138,888
Sperm.....gals.		149,650	322,335
Lard.....gals.	3,242	505,619	523,239
Linseed.....gals.	255	52,30	80,018
Petroleum.....gals.	5,681,690	374,676,676	399,266,560
Provisions.....			
Pork.....bbls.	3,203	135,080	178,971
Beef.....bbls.	764	49,679	48,769
Beef.....ciersces.	716	42,499	48,510
Cutmeats.....lbs.	6,719,538	212,168,967	290,319,884
Butter.....lbs.	334,200	16,182,820	18,704,789
Cheese.....lbs.	56,959	90,476,223	95,035,590
Lard.....lbs.	3,961,897	150,660,154	200,967,802
Rice.....bbls.	35	20,643	20,913
Tallow.....bbls.	352,132	32,362,882	37,911,932
Tobacco, leaf.....lbs.	483	85,340	99,835
Tobacco.....bales and cases.	352	51,581	51,717
Tobacco, manufactured, lbs.	94,656	6,633,589	6,703,871
Whalebone.....lbs.	4,493	102,018	238,394

Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last; also the receipts for the years 1884 and 1883:

	Week ending Dec. 30.	Year 1884.	Year 1883.
Ashea.....bbls.	28	4,567	5,530
Beans.....bbls.	2,458	66,792	62,436
Breadstuffs.....			
Flour, wheat.....bbls.	108,730	6,006,211	6,309,050
Corn meal.....bbls.	2,961	201,793	167,659
Wheat.....bush.	216,825	36,527,425	27,724,701
Rye.....bush.	5,500	4,282,992	5,038,668
Oats.....bush.	19,540	19,540,847	35,448,834
Barley.....bush.	117,500	18,121,083	19,018,675
Peas.....bush.	81,040	8,557,011	7,901,988
Peas.....bush.	3,200	263,472	235,006
Cotton.....bales.	40,251	1,083,852	1,382,289
Cotton seed oil.....bbls.	984	60,504	64,374
Flax seed.....bags.	1,998	160,679	354,508
Flax seed.....bags.	2,928	193,744	241,383
Hides.....No.	3,031	151,871	137,061
Hides.....bales.	1,054	69,188	65,387
Hops.....bales.	1,786	111,983	75,875
Leather.....sides.	46,513	3,127,621	2,933,954
Lead.....pgs.	3,152	366,198	519,184
Molasses.....hhd.		324	
Molasses.....bbls.	6,958	90,230	96,195
Naval Stores.....			
Turpentine, crude.....bbls.	100	2,280	3,099
Turpentine, spirits.....bbls.	885	79,270	110,274
Rosin.....bbls.	3,876	365,834	407,754
Tar.....bbls.	127	23,710	24,892
Fitch.....bbls.		1,461	1,459
Oil, cake.....pgs.	9,713	483,684	458,639
Oil, lard.....bbls.	150	5,992	7,785
Oil, whale.....galls.			
Peanuts.....sacs.	2,417	99,634	87,352
Provisions.....			
Pork.....pgs.	5,698	111,175	149,273
Beef.....pgs.	533	34,307	38,883
Cutmeats.....pgs.	31,240	883,293	1,017,446
Butter.....pgs.	18,102	1,586,834	1,560,964
Cheese.....pgs.	16,416	2,464,837	2,468,744
Eggs.....bbls.	6,228	849,757	732,462
Lard.....lbs.	13,525	568,639	479,370
Lard.....kegs.	2,337	183,397	314,686
Hogs, dressed.....No.	1,563	68,807	48,995
Rice.....pgs.	3,340	79,793	71,554
Spelter.....slabs.	2,588	124,190	135,071
Stearine.....pgs.	263	24,951	19,676
Sugar.....bbls.	74	14,732	2,905
Sugar.....hhd.	3,131	1,681	12,506
Tallow.....pgs.		57,580	79,749
Tobacco.....boxes & cases.	1,632	138,433	162,610
Tobacco.....hhd.	1,323	107,254	109,382
Whiskey.....bbls.	7,091	346,323	245,111
Wool.....bales.	1,630	1 0,935	166,553